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ROYAL BEREAVEMENT.

QUEEN MOTHER PASSES AWAY.

PEACEFUL END AT SANDRINGHAM.

London, November 20.
Her Majesty, Queen Alexandra, passed away peacefully in the presence of Their Majesties the King and Queen and members of the Royal Family at Sandringham.

The Prince of Wales and the Duchess of York, who left London for Sandringham, did not arrive in time to see their grandmother, owing to the fog delaying the train.

A number of functions in London were cancelled on receipt of the news.—*Reuter*.

An earlier message from London stated that Their Majesties spent most of the morning at Sandringham, whither Queen Maud of Norway hurried at one o'clock in the afternoon in response to a summons. The late Queen Alexandra had a further heart attack and it is understood that the oxygen treatment was freely resorted to to mitigate the sufferings. The Prince of Wales left for Sandringham in the afternoon. The anxiety of the public was evidenced by the constant stream of callers at Marlborough House asking for news of the Queen Mother.—*Reuter*.

At this morning's Cathedral service in memory of the victims of the M.I. disaster, his Lordship the Bishop made reference to the Queen Mother's death, saying that it would not be fitting if he did not try to give some expression of the feeling in their hearts which united in proud thankfulness for her life and in respectful sympathy for the members of the Royal Family.

The news became generally known in the Colony during the morning, and all Government offices, the naval boats in harbour, and many business houses on shore had flags flying at half-mast.

It is with profound sorrow that the Britishers throughout the world have learned of the death of Her Majesty, Queen Alexandra, on the eve of her 81st birthday, for she has, throughout her 62 years, residence in England, earned with her grace and sympathy, the love of all. It was not generally known that Her Majesty had been suffering from failing health for some time past, and the news of her death, will have come as a painful surprise.

The late Queen was the eldest daughter of King Christian IX of Denmark, and married the late King Edward VII of England, in St. George's Chapel, Windsor, on March 10th, 1863, when he was Prince of Wales. For nearly 40 years she reigned at Marlborough House as the Princess of Wales and then, for the comparatively brief interval of barely ten years, from 1901 to 1910, she adorned the position of Queen Consort at Buckingham Palace. On the death of King Edward, she lived in comparative retirement for two years, when, to some extent she resumed her public appearances amid general gratification. Of late years she has lived mainly at Sandringham and, by reason of her advanced years, has been more or less out of the public life. At the time of her death she was the President of the London Hospital and had, for many years, given innumerable proofs of her pity for all sufferers. In 1914, she reviewed 10,000 Boy Scouts in London, and throughout the war took the keenest personal interest in the work of the Red Cross Society and other organisations having for their object the alleviation of suffering. She personally visited many hospitals and similar institutions in 1915 and onwards. "Queen Alexandra's Day" (otherwise known as Rose Day) has for many years past been celebrated in June, as a day of special effort for hospitals, and the celebration has now become of nation-wide character. This year no fewer than 400 provincial cities and towns, as well as all the London Boroughs, took part in the celebration, and well over 22,000,000 have been raised for philanthropy since the first happy association of the name and personality of Queen Alexandra with the day. The celebration in 1923, after Her Majesty's 60 years' residence in England, had special significance. In 1918, Her Majesty was

appointed a Dame Grand Cross of the Order of the British Empire, and in 1923 was present at the wedding of Princess Mary and attended very many social functions. For the past two years, however, Her Majesty had not been seen much in public, though she has always continued to evince the liveliest interest in current affairs and has never once lessened her great concern for the welfare of the sick and suffering.

EARLY DAYS.

Much has previously been written of Queen Alexandra's life in England since she first landed on its shores on March 7th, 1863. It was then that Queen Alexandra, the Princess who in her own country was called "the gem of Denmark," irrevocably adopted a new nationality. As a bride the Princess Alexandra left her native land for the first time on the afternoon of February 28, 1863. The crossing of the North Sea was accomplished in the old yacht Victoria and Albert under the British flag, and with a Fleet escort, every vessel in gala dress. It was about eight o'clock on the morning of March 7 that the yacht entered British waters to the booming of guns in Margate Roads, and a few hours later the representatives of the civic life of Margate presented the first address of welcome, going out to the Victoria and Albert by boat in their eagerness to be absolutely first. A deputation of Danish ladies presented an address at Gravesend, on behalf of their people in London, which profoundly touched the Princess. The Earl of Caithness drove the engine of the train which bore the Royal party to London. The wedding in St. George's Chapel, Windsor Castle, was a joyous scene, stately, brilliant, and marvellously spectacular. The incomparable Jenny Lind sang the bridal hymn.

Following the brief honeymoon at Osborne a reception was given at St. James's Palace at which the Prince and Princess received the elite of the aristocracy and political chiefs. On Easter Sunday the Royal pair attended Sandringham church, and "at the conclusion of the service the Prince and Princess partook of the Communion in company with their village neighbours."

OFFICIAL CHANGES.

LATEST APPOINTMENTS.

The following official appointments are gazetted:—

Mr. A. G. M. Fletcher, C.M.G., C.B.E., to act as Colonial Secretary.
Mr. S. B. B. McElderry to act as Assistant Colonial Secretary and Clerk of Councils.

Dr. G. W. Pope to be an Assistant Medical Officer of Health.

Mr. R. A. D. Forrest to be Assistant Head of Sanitary Department and Secretary to the Sanitary Board.

Mr. B. R. Forster to be Private Secretary to His Excellency the Governor.

Capt. C. H. Steele, M.C., to be A.D.C. to His Excellency the Governor.

A BELOVED QUEEN.

A writer in the Times of December 4th, last year, wrote:—

"Queen Alexandra, who was 80 on Monday lives in gracious deeds, thoughts, and feelings not to be measured by any tale of years. The annals of the British Monarchy show many Queens Consort and many Queens Dowager, but not one among them ever filled a place to be compared with that which she fills in the affection of all the British peoples. From that snowy March day in 1863 when she made her bridal progress through London, her empire has remained secure. Naturally and with no kind of effort she came into her kingdom, and the years that followed, bringing shadow as well as sunshine, served but to confirm and increase the public veneration....

"Though no Royal lady of our time has known better how to fulfil her duty of 'representation,' how to give her own unique distinction to the pageantry of State ceremonial, her empire over the hearts of the people owes little to the fact of her high station. As a child she declared that her great desire and ambition was to be loved, and no ambition was more amply realized. All her life she has remained unspotted by flattery, always the same character of natural goodness strengthened by good sense. It is at the same time a decided character, free from weakness and full of determination and 'grit,' and perhaps most conspicuous of all, an unwavering fidelity.

"Minding my own business" is said to have been Queen Alexandra's answer to the question what was her favourite occupation. Fortunately for the sick and needy, she has always regarded them as very much her own business. Her private charities have long been on a scale which filled with despair the careful guardians of her purse. 'But the poor woman is in trouble, I must help her,' she would say, holding up a pathetic appeal. An old friend has described her power of sympathy as 'unquenchable,' and over and over again with her gay courage she has ridden through all manner of opposition and obstacles, official and other. The story of Queen Alexandra's Imperial Nursing Service is a case in point. Some indication of what she has done for hospitals is furnished by the Alexandra wings and wards to be found all over the country, but perhaps the London Hospital, where she first installed the Pilsen light, is nearest to her heart.

"Much has been already written of her physical courage in danger, her musical accomplishments, and her love of animals and hatred of cruelty, and indeed everything connected with her is of absorbing interest to the British people. An amusing and also touching proof of this was afforded in one of her rare illnesses, when so many thousands of prescriptions were sent to Marlborough House by anxious sympathizers that an official announcement had to be made in order to stem the flood. Perhaps she was most touched when, after the death of King Edward, a rumour gained currency that she intended to leave England and take up her residence in Denmark. Again a flood of correspondence from people of all classes, but chiefly the obscure and humble, began to pour in, and again it had to be stayed by a resounding announcement.

"The daily disbursements to strikers are said to total about \$2,000, which includes payments to some of the needy families requiring support. It is stated that winter clothing is now being provided for the strikers.

THE STRIKERS.

NUMBERS REDUCED IN CANTON.

LATEST FIGURES.

Some interesting information is to hand from Canton showing the present position so far as the strikers are concerned.

It is stated that at the commencement of the strike some 70,000 to 80,000 strikers from Hongkong gathered there, but that later the number was reduced to about 40,000, many having gone to their village homes, others obtaining employment and a number succeeding in returning to Hongkong to take up their former positions.

Of the strikers that remained, it is said that some 8,000 were selected for picket service at different points of communication with Hongkong and Macao, whilst after making allowance for the sick, those imprisoned for various offences, etc., there remain now some 23,000 able-bodied men. Of these, about 12,000 are employed in the construction of roads from Canton to Whampoa, from Canton to Pao-on and from the latter place to Ping Wu, as well as on road in the vicinity of Waichow. Some 5,000 others have been put into military transport work. Thus at present, it is computed that there are only from 6,000 to 7,000 strikers actually in Canton.

The daily disbursements to strikers are said to total about \$2,000, which includes payments to some of the needy families requiring support. It is stated that winter clothing is now being provided for the strikers.

The Government is reported to have issued an order to the Police Department to take back all arms from the strike pickets, the reason given being that there is no longer any necessity for them to be armed.

CANTON DELEGATES.

CONFERENCE OPENS TO-DAY.

Twenty delegates from Canton, representing all branches of the trading and mercantile interests, arrived in Hongkong by the s.s. Fatshan yesterday afternoon for the purpose of discussing with local merchants the possibility of ending the present boycott.

The Cantonese delegation was met on arrival by a committee of the local Chinese General Chamber of Commerce, Twenty-four Commercial Guilds, District Trades Unions and Tung Wah Hospital, including several prominent merchants. Later, an adjournment was made to the Hongkong Boarding House, where lodgings were secured for some of the members of the delegation, others taking up residence in the King Edward Hotel.

The visitors were given an official reception last night at West Point, at a banquet arranged by Hongkong Chinese merchants, but the speeches merely touched lightly the points at issue. The first formal discussion is to take place to-day, and a conclusion of the conference is expected in about four days. It is understood that the delegates have no mandate from Canton, but have come as mediators and in order to sound the local mercantile community on the subject of favourable terms for a definite settlement, and the likelihood of representatives being appointed to

SUBMARINE ABOLITION.

EXPRESSION OF FRENCH VIEWS.

Paris, Nov. 20.

Interviewed by Anglo-American pressmen, M. Borel, Minister of Marine, declared that the French Government agreed with Mr. Baldwin that the submarine question should be considered jointly by all interested countries in connection with the whole problem of naval disarmament. France, however, was not unmindful that the spirit of Locarno intended to reduce the submarine programme by an equivalent of one-third by spreading the construction programmes for 1925-26 over eighteen months each. He concluded that France did not desire to fall behind other countries in the cause of peace disarmament.—*Reuter*.

CREW SAVED.

RESCUE FROM JUNK.

While on a voyage from Hongkong to Namtau, the attention of the crew of the steam launch San Hang On was drawn by cries of "Save life!" to the plight of the crew of a trading junk who were clinging on to their waterlogged vessel, which was drifting near the Ku light-house. The junk people were taken on board the launch, and landed at the shore. The steam launch then proceeded to the junk to rescue the crew, where it was beached.

RECREATION GROUNDS.

COMMITTEE'S REVISED PERSONNEL.

The Gazette publishes the following revised constitution of the Recreation Grounds Committee:—

The Chairman, The Director of Public Works.
The Colonial Secretary.
The Director of Education.
Representative of the Royal Naval Recreation Club.
Representative of the Garrison Recreation Club.
Representative of the Hongkong Football Association.
The Hon. Secretary, Hongkong Polo Club.

Lieut.-Col. L. G. Bird, D.S.O., Hongkong Hockey Club.
Lieut.-Col. E. D. Matthews, Royal Hongkong Golf Club.
Mr. H. Birkett, Hongkong Jockey Club.
Mr. W. Logan, Victoria Recreation Club.
Mr. J. McCubbin, Hongkong Football Club.
Mr. J. L. McPherson, Hongkong Amateur Athletic Association.
Mr. T. E. Pearce, Hongkong Cricket Club.

CHINESE "REBELS."

CANTON WANTS THEM DEPORTED FROM HONGKONG.

The Canton Gazette publishes the text of a despatch by Mr. Foo Ping-shoung, Commissioner of Foreign Affairs, to the British Consul General in Canton asking him to request the Governor of Hongkong to break up "rebel" organisations in Hongkong and to deport from the Colony the "rebel" leaders.

The despatch says these organisations are making use of the Colony as a base in which to carry out their evil schemes, and that the deportation of the leaders is desirable "so as to maintain the peace of Hongkong and Kwangtung and to cement the friendship between Great Britain and

Bulls and Inners

□ □ From the Office Butts. □ □

It is gratifying to learn from the *Daily Press* that at a recent farewell gathering at Queen's Pier, attended by heads of the Government, members of the Consular Body, senior naval and military officers and prominent local residents, "the police, of whom there were nearly 200 on duty, kept admirable order."

Observatory officials have failed to give Canton as the source of origin of some of the shocks recently felt in Hongkong.

When money talks in Kwangtung just now, it seems to have a slight Russian accent.

The cost of living in Hongkong certainly doesn't affect its popularity.

It's a wise share that knows its own par.

According to local newspapers, on Monday evening a Ford car came in collision with a motor car. Why these meticulous distinctions?

Now that the police are thinking of renumbering Nathan Road houses, there'll be no excuse for married men not being able to find their way home.

A local auctioneer advertises a perambulator and a roulette wheel. Evidently a chance to try your luck.

The Services are complaining about the fluctuating dollar. But Seven-and-Sixpenny Hill still inclines upwards.

It is estimated that there is enough coal in China to keep it in hot water for the next 500 years.

A critic is a person who always finds a meaning in literature that the author never intended.

According to the "Easma" report, the Association organised a popular "sweep stake." That's more than some hotels can do, anyhow.

"Peace Moves", says a local headline. It seems to have moved a good deal lately.

A "highland (full) dress" is advertised. Presumably it includes the flask.

Business in Hongkong may be deadlocked, but it is still a long way from being lockjawed.

Reading about that Yaumati brand of alcohol confirms our theory as to the cause of some of those early morning headaches.

An American observatory has just located a new star. Local boxers are expected to discover quite a number to-night.

Evidently William Heughan, stirred the ardour of local Scotsmen to some effect on Saturday night, for on the following day they made mincemeat of the Englishmen at golf.

From the fact that a man stole an electric fan this week, we may assume that there are still some pessimists left in the Colony.

A Kowloon reader wants to know why the Opera Company omitted that beautiful air, "O for a night in Bohemia", from "La Boheme."

What we don't understand is who pays for the paper and ink that goes to make a franc.

The trouble with China these days is that there are too many authorities and not enough authority.

A Shanghai paper advertises a German police pup for sale, due to mothballed spirit. Certain

It is significant that in the international golf match at Fanning on Sunday, the English team did not score a single point after fifteen, at which haggis was served.

They used to say that drink made a man talkative but what about a huycott?

As an incentive to industry, there's nothing like twins.

If harsh criticism can improve anything, the films would be nearly perfectly new.

The only way to get anything done in Hongkong is to howl about it hurting business.

Our Chinese cook has always been an enemy of the British constitution.

According to the *China Mail*, the South African natives are protesting against "the proposal to incorporate Bechuanaland, Basutoland, and Swaziland in the Union." So far however, the Swiss have shown no signs of taking naval action.

They're talking of having wooden pavements in Shanghai. Anyhow, the city fathers are putting their heads together.

These reports about Soviet goldfields leave us cold. What we want to know is when we're likely to get some real money for those rouble notes.

The power of the press is being demonstrated on many suits just now.

Local robbers are glad that the visit of the Bobbies has been postponed a little longer.

The essence of the international spirit might be said to lie in the offer of Mr. Lloyd George to add a look to Mr. Austen Chamberlain's nosebags.

Wireless enthusiasts in Norway have heard the bagpipes broadcasted from Aberdeen. Many of these hardy Norsemen, however, are continuing to listen.

The New Year will soon be upon us. Now is the time for the booksellers to lay in a stock of volumes on will-power.

In the event of your coat being too loud this winter, put on a muffler.

These frequent motor accidents remind us that some people go looking for trouble and then don't know what to do with it when they find it.

As we understand the Locarno Pact talk, some countries are quite willing to approve, provided it isn't intended to mean anything.

One circumstance proving the need of larger Peak trams is the number of uniformed officials always on duty.

Truth is stranger than fiction. More than 78,000,000 corsets were made last year.

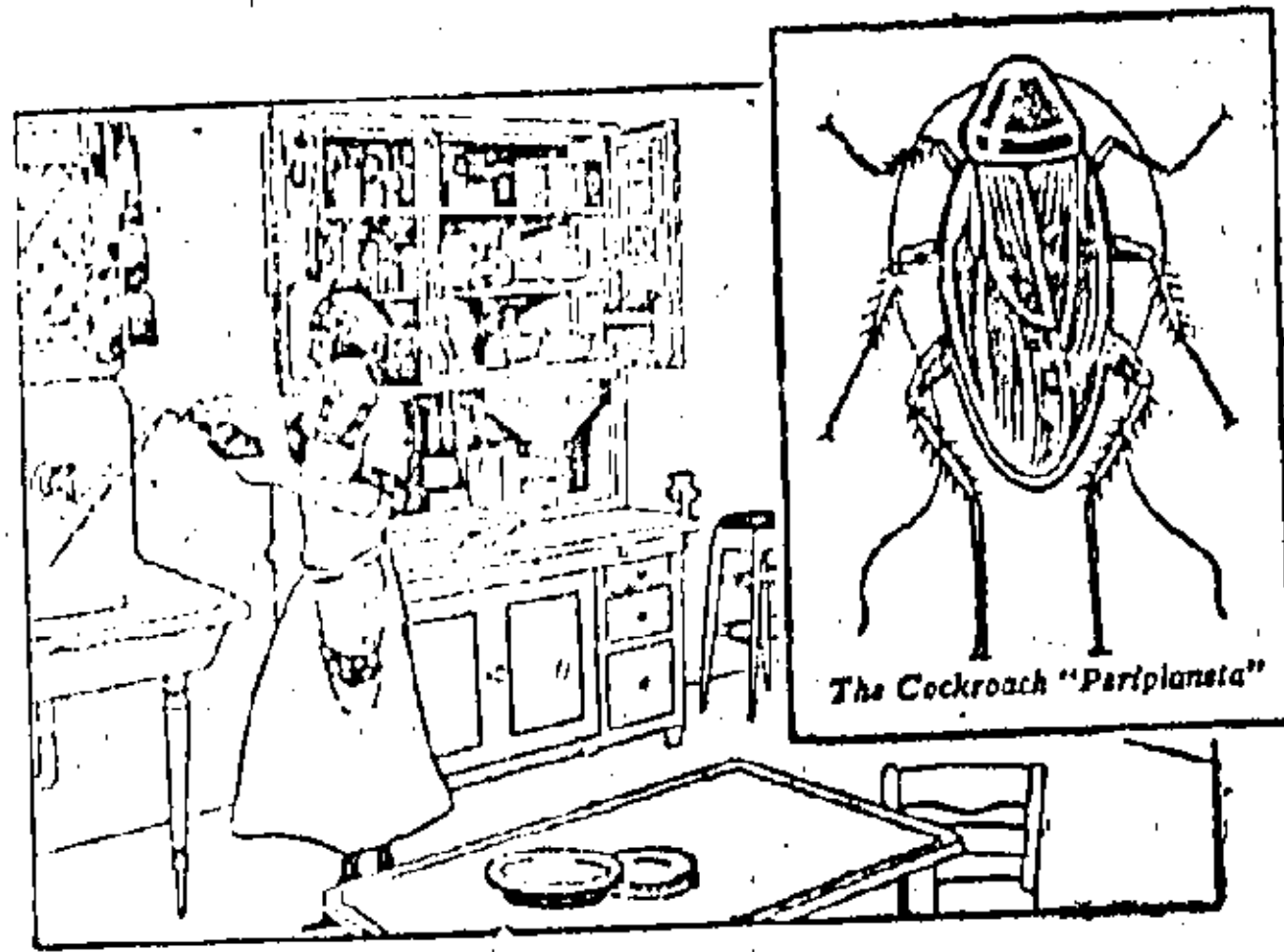
Those Treaties will not have had a fair trial until their violators have had one.

The trouble is that the brakes are not always as tight as the driver.

An American scientist is building a giant rocket to be fired at the moon. It is hoped that the man who introduced currant fritters to the Hongkong Club, will be induced to take the first trip.

It is said that there is an increase in drunkenness among certain classes of London artists, due to mothballed spirit. Certain

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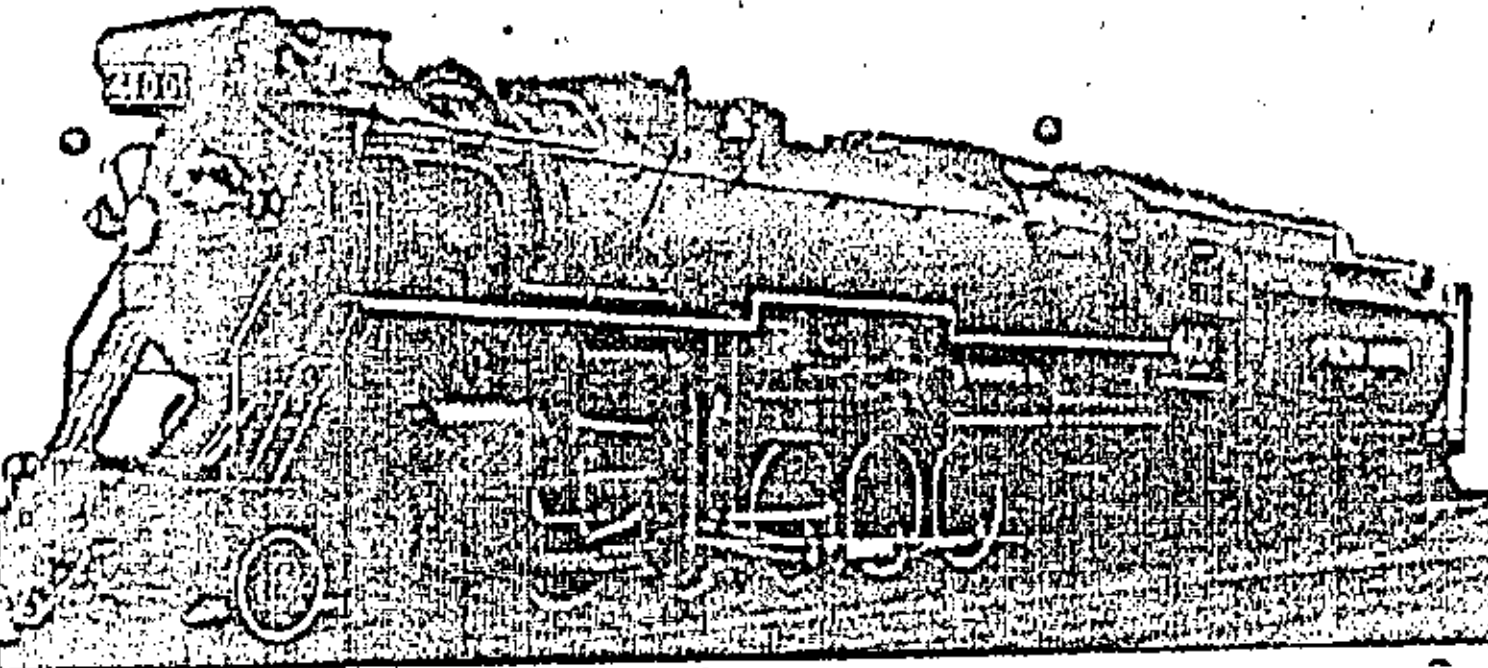
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CHRISTIAN SCIENCE.

LAST EVENING'S LECTURE.

At the City Hall last evening, Christian Scientists and others interested gathered in considerable numbers to hear an illuminating discourse by Mr. Algernon Hervey-Bathurst, of London, a member of the Board of Lectureship of the Mother Church, The First Church of Christ, Scientist, of Boston, U.S.A. The chair was taken by Pay Commander Coomber, R. N. THE WAY SHOWN BY CHRIST JESUS.

In the course of his address, Mr. Hervey-Bathurst said:—As Christians, we acknowledge Jesus as the Way-shower. If, however, we take note of the vast variety of interpretations placed upon his teachings by the many different sects and churches, all claiming to be his followers, we find that few of them are in complete accord, and still fewer maintain the all-important part of his teaching, namely, the healing of the sick as well as the reformation of the sinner.

Christian Science teaches that the healing of sickness and the destruction of sin are both brought about in the same way, and are as necessarily proof of the understanding of the teaching of the Master-to-day as they were admitted to be during the early part of the first century A.D., at the dawn of the Christian era. "Whether it is easier," the Master said, "to say, 'Thy sins be forgiven thee; or to say, 'Arise, and walk?'"

The Christian Science movement is what it is to-day because it heals and heals permanently, and because it also destroys the desire or ability to sin.

THE DISCOVERER AND FOUNDER.

"Why," it is sometimes asked, "was Christian Science discovered by a woman?" The answer is surely obvious—because Mrs. Eddy was more spiritually minded than any one else on earth. It might be asked, "Why did not some one else, some man, discover Christian Science?" One might as well ask: "Why did not some one other than Newton learn the lesson from the falling apple? Why did not some other discoverer recognize the value of the apple?" Many apples have been thrown from the tree, but only one was in a position to recognize the one and perceive the wonderful lesson to be reaped from the other.

The truth which Mrs. Eddy discovered in 1866 had always existed, and had been here always. Any man or woman could have made the same discovery, had he or she been sufficiently spiritually minded. It is not the highest peak in a mountain range the first to catch the glorious rays of the rising sun? Mary Baker Eddy made the discovery because she was more ready than any one else to listen for and hear the voice of God, the God whom she had learnt to know and to love through the Bible from her childhood.

Not only is Mrs. Eddy the discoverer; she is also the Founder of Christian Science or the Christian Science movement. Mrs. Eddy established The Mother Church, and, through spiritual discernment, instituted the form of government—a wonderful illustration of true church government—through obedience to which the movement has thrived and prospered. The rules which constitute this form of government are all set forth in the Church Manual. Christian Scientists recognize not only the duty but the privilege which is theirs, to obey the rules thus set forth, rules which have been proved and are still being proved to be adequate to meet any and every contingency that may arise.

SUBMARINE ABOLITION.

DISCUSSED BY JAPAN'S
CABINET COUNCIL.

Tokyo, November 20.—The Cabinet Council has formally discussed submarine abolition, but though sympathetic, consider it not feasible, unless all the Powers agree, which they think doubtful. —Reuter.

EASMA CLUB.

ANNUAL MEETING OF EX-SERVICEMEN'S ASSOCIATION.

Election of New Officers.

The annual general meeting of the Easma was held at the Club Rooms, No. 17 Queen's Road last evening with a representative attendance.

The minutes of the last annual general meeting were read and the accounts and balance unanimously adopted.

Questions as to the reduced loss on the bathing beach and a circular letter addressed to other clubs on the subject of bad debts were brought up. With regard to the latter, the advance by the Association had not been well received by other clubs, said the secretary, and the matter was accordingly dropped.

Several suggestions were made with a view to making the bathing beach self-supporting, the loss for the past year being a little more than \$2,000. None of these were found to be practicable and it was decided to leave arrangements in the hands of the incoming committee.

New Officers.

The election of officers was then proceeded with and the following were elected: Mr. T. T. Laurensen (President), Messrs. H. J. Pearce, W. J. E. McKenzie (Vice-Presidents), Mr. J. A. Gordon Leask (Chairman), Mr. S. C. Feltham (Vice-Chairman), Mr. T. N. MacReynolds (Hon. Sec.) and Messrs. Patterson, Hunt, Brennan, Wilson, Rodgers, Carter, Rose, Murray, Moore and Stark (Committee).

Mr. S. C. Feltham retiring chairman then addressed the meeting on the Association's activities during the past year. He appealed for greater support of the Club, which was the backbone of the Association. The committee had carried out excellent work during the year and although there was but little to show on the balance sheet, many questions of considerable moment to the Association had been disposed of in a very able manner.

As a slight token of the Association's appreciation of Mr. T. N. MacReynolds invaluable services, he proposed, that he be made an hon. life member, the first of the Association's members to receive this honour. Mr. Pearce seconded, dwell on the good work put in by Mr. MacReynolds during the years he had held the secretaryship. The proposal was carried with vociferous applause by the meeting.

Mr. MacReynolds replied in suitable terms, obviously affected by the appreciation of his fellow members. He sketched out the existence of the Association and dwelt upon the fact of the reduced interest of the public in the ex-servicemen and all that he had gone through. If the Association made the Cenotaph ceremony its keystone notwithstanding the public's attitude, Armistice Day and the Easma would live.

The discussion was then resumed on the subject of the bathing beach, and new arrangements for next season were entered into. Proposals with regard to an annual ball were left to the incoming committee.

RETURN FROM HOME.

RECEPTION TO REV. AND
MRS. MACONACHIE.

A reception was given to the Reverend and Mrs. J. Kirk Maconachie by the Committee of Management of Union Church at the Church Hall, Kennedy Road, yesterday. Mr. and Mrs. Maconachie have just returned to Hongkong after a visit to England. Tea was served to the many members of the congregation attending the reception, and an excellent musical programme was provided by Mrs. E. A. Harlow, Mr. G. Ryeroff, Mrs. A. R. H. Phillips, Mr. O. Skinner, and Mrs. S. Collett.

In a brief address of welcome Mr. J. L. McPherson, Chairman of the Management Committee said he hoped Mr. and Mrs. Maconachie had enjoyed their visit to England. He had seen by the Home papers that they had had fine weather. Referring to the strike, Mr. McPherson said the congregation had rallied round in a wonderful way, and he thought it had resulted in closer co-operation among the members of the congregation.

The Rev. Mr. Maconachie briefly and suitably replied.



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STROLL DOWN

Xmas Avenue

TO THE

Toy World

HONGKONG'S

**BIGGEST AND BRIGHTEST
TOY BAZAAR**

The largest selection of toys, dolls, games, books, crackers and Xmas novelties secured from the world's markets, that it has ever been our pleasure to display.

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DOLLS

DOLLS' PRAMS

TEA SETS

DOLLS' HOUSES, Etc.

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THE TOYS.

Shop Early

The Early Shopper Secures The Best Bargains.

Whiteaway, Laidlaw & Co., Ltd.

HONGKONG.



ALBERT For DAINTY DISHES



A DIALOGUE BETWEEN CONNOISSEURS

He.—Where are you going?
She.—Why! To Albert, of course, where we are sure to get the finest French Pastry and the best cooking.
He.—That is so! His French Cakes at \$1.00 per dozen, his Maderie Cakes, his Big Cakes, his Ice-Creams (combined with excellent cuisine) are made exclusively with the butter, milk and cream of the Dairy Farm Co., Ltd.
She.—Quite so!—and he also has a new menu comprising fifty new dishes which you can enjoy any time from 10.30 a.m. to Midnight.

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A REMINDER.

THE HONGKONG A.D.C. PERFORMS
"A LITTLE BIT OF FLUFF"

AT THE
THEATRE ROYAL
ON

December 2nd, 3rd 4th and 5th.
at 9.30 p.m.

Seats can now be booked at ANDERSON'S.

(Sailors and Soldiers' half price to \$1.00 seats.)

YOU NEED FIRE PROTECTION



Foamite Firefoam

The United Asbestos Oriental Agency, Ltd.
2, Queen's Buildings. Tel. C. 236.

TAIKOKTSUI MURDER.

PAINTER SENTENCED TO DEATH.

Curious Identification Story.

The Chinese painter Cheung Hi on trial for the murder of a man named Ah Wo at Taikoktsui on September 20 was yesterday found guilty and sentenced to death. The case was taken before the Chief Justice, Sir Henry Gollan, K.C., and counsel were Sir H. E. Pollock, K.C., for the Crown and Mr. H. Somerset Fitzroy for the prisoner.

Prisoner in the Box.

Mr. Fitzroy called the prisoner who told the story of losing the scraper and seeing the "blind man" about it. The "blind man" said he had given it to Ah Wo. The following day he and Man Po finished work near the market, which was close by the hut near the temple. He wanted to leave his paint pots in the hut but the man there refused permission. Later he asked the man what his name was and he replied "Ah Wo." Thereupon he asked about the scraper and after saying "What scraper?" Ah Wo said, "A scraper? It is in my place." Prisoner asked for it back.

On September 20 he saw Ah Wo again and was told if he went to Ah Wo's that evening he could have it. He asked Man Po to go with him to Ah Wo's and he said he would. They met Ah Wo in a street at Taikoktsui and he said there was no scraper. Prisoner asked why he had been told to come if there was no scraper, and Ah Wo replied that he had sold it for two cents. They then quarrelled. There were three or four people present and Man Po walked off in the direction of Mongkok.

Frightened and Ran.

Ah Wo struck him (prisoner) but he did not strike back. All the people present ran away. He saw other men attack Ah Wo and ran away. He went to Tsai Sha Tsui and went over to Causeway Bay and to a house at East Point. He denied that he made a statement to a man there saying he had stabbed an old man. He never struck Ah Wo.

Cross-examined he said he did not see a knife and did not have one himself. When pressed about the stabbing scene he said four men came out of the latrine and attacked Ah Wo. He was stabbed and then knocked down.

Speech For Defence.

Mr. Fitzroy, addressing the jury for prisoner, said the first thing always looked for in a case of murder was motive. Motive played an immense part. The jury had evidence before them and all the trouble seemed to have arisen over a scraper. It was difficult to see how anybody could go to the extent of murder for the sake of something worth practically nothing. The prisoner himself had told the court that deceased admitted having the scraper and that he sold it for two cents. Could they imagine anybody going out to commit deliberate murder for that?

He submitted that it must have been done for other reasons altogether. He asked them to place very little reliance on the evidence of Man Po and he asked them to say that at that time of night it was impossible for him to see what he said he saw happening between the prisoner and Ah Wo. There was only the evidence of Man Po saying that prisoner had a knife and no evidence to show where it came from, other than that of Man Po, whose evidence he asked them to completely dis-

GOVERNOR'S VETO IN JAMAICA.

A CONTROVERSY SETTLED.

Kingston, October 20.—Mr. A. S. Jelf, Colonial Secretary, who is administering the Government until the arrival of the new Governor of Jamaica, Sir Reginald Stubbs, opened the Autumn session of the Legislature to-day.

The elected members extended a hearty welcome to him and expressed the hope that under the new Administration the Colony would make the progress they all desired. Mr. Jelf in the course of his reply, said the feeling in the island was that the elected members were there to oppose the Government. That was a wrong ideal. Their real functions were to help to govern the country. (Cheers.) He intended to regard them as colleagues in the House.

The Legislative Council has been informed that Mr. Amery agrees to the retention of the words "paramount importance" in the new Constitution, but desire it to be understood that if the Council intended the debate on the subject last April as a rejection of his view as to the effect of the incorporation of those words in the Constitution, he must record his dissent and make it perfectly clear that the Governor must be entitled to use, and be supported in using, his overriding power to uphold an essential principle, no matter how trivial the case may be.

The retention in or deletion from the new Constitution of the words "paramount importance" in relation to the matters in which the Governor was entitled to use his veto has been in controversy between the Legislative Council and the Colonial Office for many months. The view of the Colonial Office was that the retention of the words was unnecessary, the authority of the Governor to override the decision of the elected members of the Legislature only when "it is necessary in the interest of public order, public faith, or other first essential of good government, including the Island's responsibility as a part of the Empire," being a sufficient safeguard. At the same time it was pointed out that the Governor was able to exercise his overriding power in a case in which, although an essential principle was involved, the practical issue was of relatively minor importance. The Legislature, however, decided in April last to inform Mr. Amery that it adhered firmly to its resolve that the phrase "paramount importance" should be retained in the fullest sense in the Constitution.

regard. He reminded the jury that to convict prisoner they must be certain beyond all reasonable doubt that he was the man who actually struck the blow and that he meant to do him grievous bodily harm. He asked, on the face of the evidence, that they should consider it highly improbable that he did.

Guilty and a Rider.

Sir Henry Pollock briefly summed up the case for the Crown and Sir Henry Gollan summed up. The jury retired and were absent for nearly three quarters of an hour. They returned a unanimous verdict of guilty.

They added a rider to the effect that the evidence of Man Po was very unsatisfactory and considered that it would have been an advantage if the Police had got a statement from the deceased: it might have been the means of checking conflicting stories.

His Lordship then passed sentence. Prisoner showed no sign of emotion and walked quietly from the dock.

The jury called to try the case was as follows, Messrs. J. L. Parren, J. B. Gutierrez, H. Hyndman, G. F. Haslam, F. Gibson, J. Hooper, Ng Yug-hing.

ST. ANDREW'S CHURCH.

WELCOME TO THE REV. MURRAY WALTON.

A very cordial welcome was extended to the Rev. W. H. Murray Walton, by the parishioners of St. Andrew's Church, in the Hall last night, when a reception was held, taking the form of an evening social. There was a large number of the congregation present and a most enjoyable vocal programme was gone through. Songs were rendered by members of the Church and at the conclusion of the social, the Rev. Murray Walton himself gave recitations.

Refreshments were served during the evening and the Rev. G. R. Lindsay, vicar, welcomed on behalf of these present, the Rev. Mr. Walton from Tokyo. Before concluding the vicar said that their visitor would give a recitation and then say a few words.

In expressing his appreciation of the reception given him, the Rev. Mr. Walton said that after listening to the many "professionals" sing and give recitations he felt bashful and wanted to go away. With such a friendly gathering however there was no necessity for bashfulness but he would, contrary to the suggestion of the vicar, give his speech first in the hope that by the time he had concluded, his recitation would be forgotten. In Tokyo he had never met such a large gathering of foreigners as were there present, and that reminded him the humorous anecdote of the two Irish men, the two Scotchmen and the two Englishmen, who visited Japan. The Irish men had died of religious discussion, the Scotchmen formed a St. Andrew's Society for the development of resources, while the Englishmen were yet to be introduced. He did not know under which category those present came, as the introductions had already been made.

The Rev. Mr. Walton then gave two humorous recitations and the evening closed with the singing of the national anthem.

BLUEBEARD'S DEFENCE.

French Say He Was Maligned.

Blue Beard, the arch-villain of medieval history, whose chief pleasure was alleged to have been torturing and murdering his sweethearts, was a gentleman and a scholar and an innocent victim of circumstances.

A committee composed of illustrious French scientists, lawyers and historians is preparing to appeal in the Paris court of cassation against his conviction and execution on the gallows at Nantes in 1440. It is said that evidence has come to light that the "confession" wrung from him by torture was made only to escape the agony of the rack.

Instead of being an arch-murderer of women, his present-day defendants would have the world believe that Blue Beard—Gilles de Laval, Baron de Retz, was his real name—was a brilliant student of theology and science, who was unfortunate enough to have two girls to whom he was engaged, die by accident.

Reports of a secret chamber where he subjected women to various unspeakable torments were pure gossip, according to evidence which has just been unearthed at his ancient chateau in Machecoul, Brittany.

DON'T BE DOWNHEARTED.

if the clothes you packed away last Winter now appear creased and unshapely. Send them to us and we will clean and press them to look as now.

THE INTERNATIONAL DRY-CLEANING AND DYEING COMPANY.

Note the Address.

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EVERYWHERE.

For your floor—furniture—and every domestic article requiring a stained and varnished finish

"Wilheyela"

Oil Varnish Stains

IN

Oaks—Walnut
Mahogany—Satinwood
Rosewood—Ebony Black

Can be applied by anyone.
Always reliable, never sticky.
Non-poisonous and Durable.

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SHANGHAI. HONGKONG.

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If you are going on Home Leave next year register for accommodations now in order to secure the best space. Bookings made on all Steamship Lines tariff rates.

Through tickets to Europe via United States and Canada. Complete information given as to Railways, Hotels, sight-seeing, etc., en route.

Baggage and Accident Insurance.

Shipments of all kinds handled to all parts of the World. Carry American Express Travellers Cheques.

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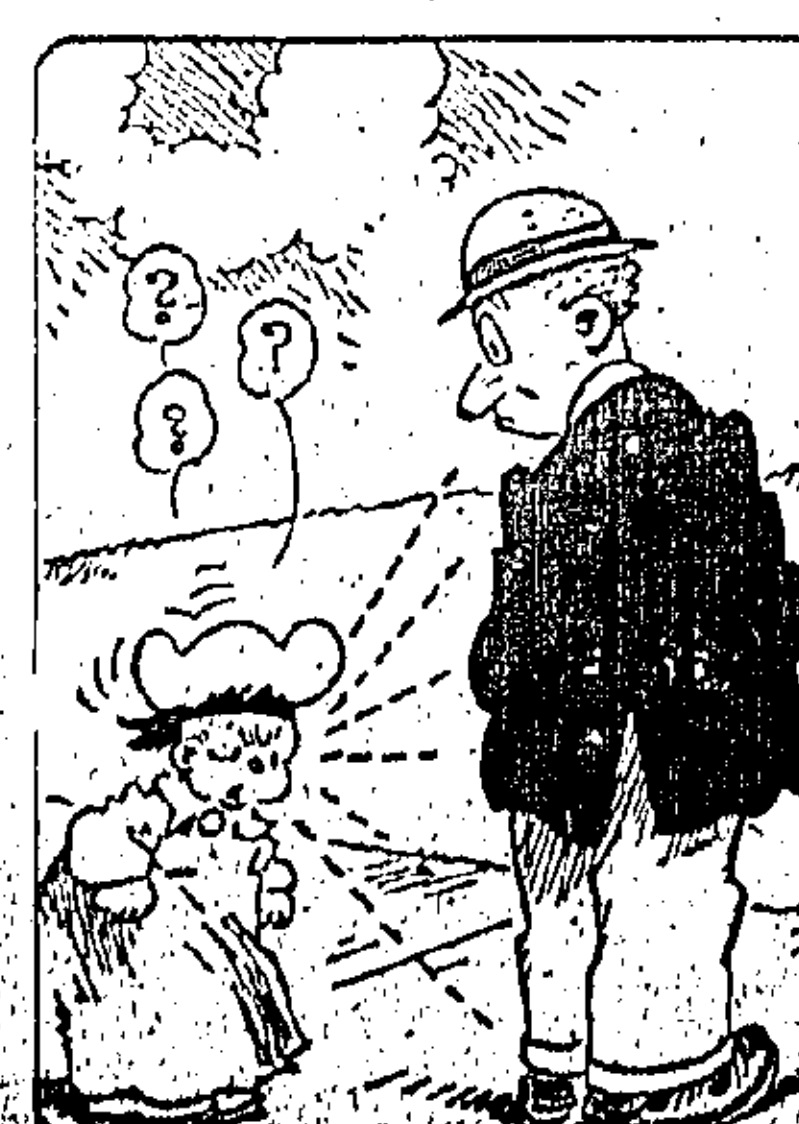
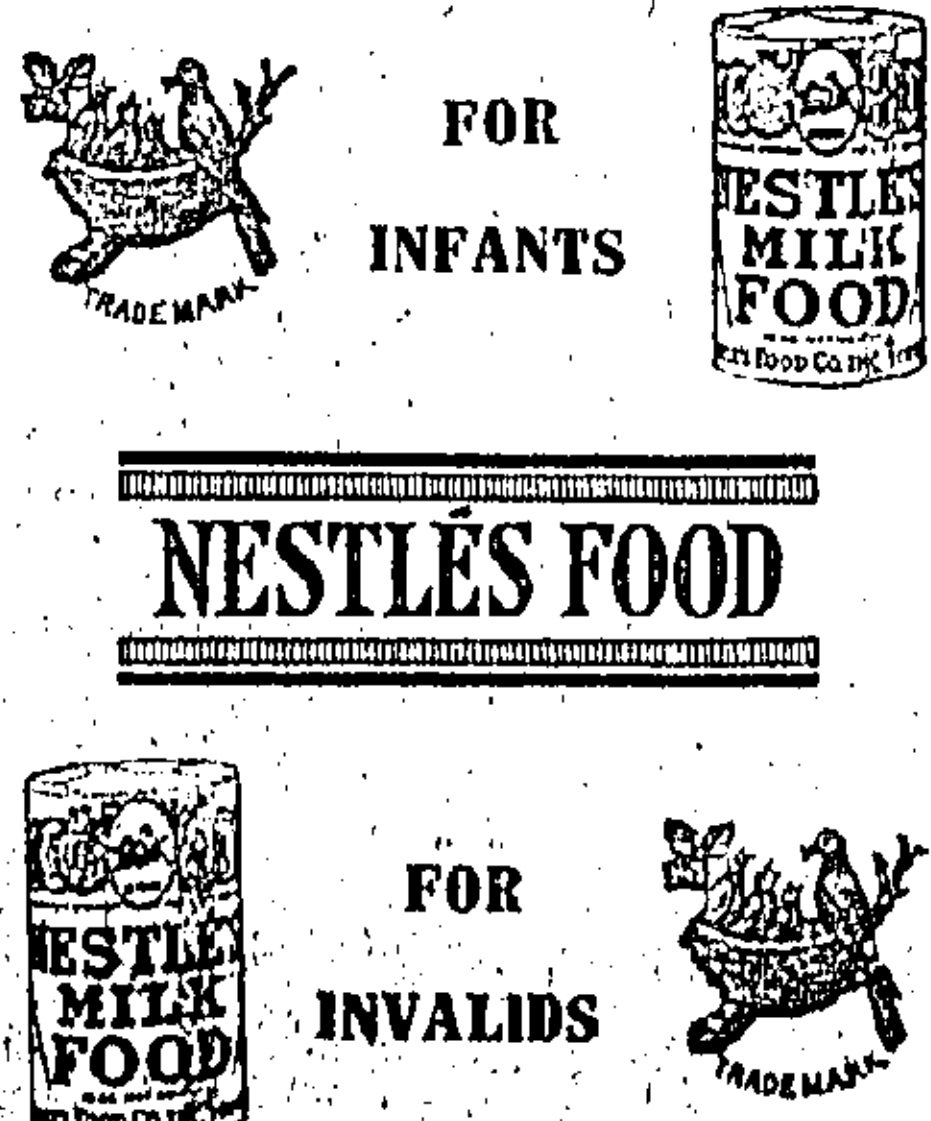
THE AMERICAN EXPRESS CO., Inc.

4A, Des Voeux Road, Central.
Telephone C. 4625.

FRECKLES AND HIS FRIENDS

Jay Expected More

By Blosser



NEW ADVERTISEMENTS.

ADVERTISE YOUR WANTS IN
THE HONGKONG TELEGRAPH which is
THE EVENING NEWSPAPER
WITH THE LARGEST
CIRCULATION

25 WORDS FOR ONE DOLLAR PREPAID

\$1.50 if not prepaid.

Advertisers should note that replies must be called for at this office.

GIVE THESE COLUMNS AN OPPORTUNITY TO ASSIST YOU.

The following replies are awaiting collection:—

Nos. 1366, 1375, 1314, 1330, 1384, 1376 1385, 1342, 1302, 1397, 1409.

TUITION

SPANISH LANGUAGE TUITION—Students taught both Technical and Commercial Spanish, rapid method. Proficiency guaranteed in six months. The Spanish professor is a higher graduate of Madrid University. For particulars, apply Post Office Box 635.

SITUATIONS WANTED.

Wanted Position as Nurse or to do sewing. Apply to Box No. 1413 c/o "Hongkong Telegraph."

PREMISES TO LET

OFFICE in Bank of Canton Building, Well Lighted. Moderate Rental. Apply Box No. 1412 c/o "Hongkong Telegraph."

TO LET—1 large double furnished room with board also, 1 small, Tregunter Mansions, May Road. Reply Box 1410, c/o "Hongkong Telegraph."

TWO ROOMS, Top Floor, Queen's Buildings. Apply Holyoak, Massey & Co., Ltd.

TO LET—One European flat, Wanchai Gap Road, Hongkong. Apply to 32 Kennedy Road.

ON or about March 1926 whole flat or spacious suite of offices in the "French Building" ex "Victoria Building" (No. 5 Queen's Road Central between Chartered Bank and Mercantile Bank.)

Apply to: Banque de l'Indochine Chater Road.

To Let—Two newly constructed European houses, Magazine Gap, Motor Road, three flats, three large rooms each with kitchen, servants' quarters and bath room, fitted with flush system. Garages provided. Immediate possession. Apply Sang Kee, New Bank Building.

LOST.

LOST on Tram No. 49; leather pouch. On Tram No. 62, a parcel containing knitting and papers. Please return to this office.

NOTICE.

HONGKONG ST. ANDREW'S SOCIETY.

ST. ANDREW'S BALL.
LAST REEL PRACTICES.

The above will take place in the City Hall on Tuesday, 24th inst. at 5.30 p.m.

Members and Guests are requested to wear dancing shoes. Admission by "Reel Practice" section of invitation card only.

A. RITCHIE,
Hon. Secretary.

Hongkong, Nov., 21st, 1925.

NOTICE.

That the insuring public approves of our methods and is satisfied with our results is demonstrated by the fact that the total amount of our assurance in force is now over 970 million gold dollars.

Sun Life Assurance Co., of Canada.

MISCELLANEOUS.

"House, Flats, Building-Lots, Estates negotiated for rent, auction, or private sale. Management arranged for clients proceeding abroad. Telephone C.4630 Small Investors, 16, Des Vaux Road."

HONGKONG BOXING ASSOCIATION.

THEATRE ROYAL

November, 21st. at 9.15 p.m.

First Tournament of the Season.

MARINE BETTS
H.M.S. "HAWKINS"
Welterweight Champion of the Colony.

A. B. EWING
H.M.S. "HERMES"

Middleweight Champion of the Navy and Marines. Fifteen 2 minute round contest for the Welterweight Championship of the Colony and the Scott-Harston Belt.

And about five other minor contests.

Booking at Montrie's for Members only on November 17th, 18th, and 19th.

General Public November 19th, 20th, and 21st.

Prices, \$5.00, \$3.00 and \$1.00

UNCLAIMED CARGO AT HOLT'S WHARE.

Ex. ss. "CITY OF POONA" arr: 16-3-23

Capt. Shaw—1 Case Personal Effects.

Ex. ss. "CITY OF MADRAS" arr: 24-7-23

H.G.C.

996—1 Case Fire Accessories.

If unclaimed for within 1 week from this date, the above packages will be disposed of by Public Auction to defray charges due or storage.

For The Ellerman and Bucknall S.S. Co., Ltd.,

The Bank Line, Ltd., Agents.

Hongkong, 21st. Nov., 1925.

Y. M. C. A.

The new Building,

Salisbury Road, Kowloon

will be opened by His Excellency The Governor

on Thursday, 26th. Nov., 1925,

at 5.30 p.m.

The Directors extend a cordial invitation to all who are interested to be present.

RAOB.

Saturday November 21st.

R. N. CANTEN THEATRE

CARNIVAL DANCE

LYRIO ORCHESTRA

ALL CORDIALLY INVITED.

8.30 P.M. — MIDNIGHT

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on MONDAY, the 23rd November, 1925, commencing at 2.30 p.m., at Nos. 9 and 10, Kennedy Road.

A Quantity of Valuable Household Furniture.

Comprising:— Dining Tables, Dinner Waggon, Sideboards with Bevelled Mirrors, Chairs, Overmantels with Bevelled Mirrors.

Fine Bedroom Suites (by Wm. Powell Ltd.) consisting of Teak Wardrobes with Bevelled Mirrors, Dressing Tables with Bevelled Mirrors, Marble Top Washstand, Teak Desks, etc., etc.

Carpets, Curtains, etc., etc.

Some Handsome Pieces of Blackwood Ware and Brasses, and

One Upright Piano by "Vose". Catalogues will be issued.

On View from Sunday, the 22nd November, 1925.

Terms:—Cash on Delivery.

LAMMERT BROS.

Auctioneers.

Hongkong, November 10, 1925.

The Undersigned have received instructions to sell by Public Auction

on THURSDAY, the 26th November, 1925, commencing at 5.15 p.m., at their Sales Room, Duddell Street.

A Valuable Collection of Postage Stamps.

(Full Particulars from Catalogue). Catalogues will be issued.

On View from Wednesday, the 25th November, 1925.

Terms:—Cash on Delivery.

LAMMERT BROS.

Auctioneers.

Hongkong, November 19, 1925.

The Undersigned have received instructions to sell by Public Auction

on FRIDAY, the 27th November, 1925, commencing at 2.30 p.m., at No. 78, Nathan Road (Top Floor) Kowloon.

A Large Quantity of Valuable Household Furniture,

comprising:— Teak Hat Stands, Chesterfield Couch and Chairs, Bookcase, Teak Screen, Wall Plates, Electric Table Fans, etc., etc.

Dining Table, Dining Chairs, Teak Sideboard with Bevelled Mirror, Glass Ware, Cooking Utensils, Crockery, Filter, Ice Chest, Dinner Wagon, etc., etc.

Teak and Iron Single and Double Bedsteads, Wardrobes with Bevelled Mirrors, Teak Dressing Table with Bevelled Mirror, Teak Chest of Drawers, Towel Racks, etc., etc.

A Few Pieces of Canton Blackwood Ware.

And 1 Cottage Piano by John Brinsmead & Sons.

1 Gramophone and Records. Catalogues will be issued.

On View from Thursday, the 26th November, 1925.

Terms:—Cash on Delivery.

LAMMERT BROS.

Auctioneers.

Hongkong, November 19, 1925.

PUBLIC AUCTION.

By Order of the Mortgagee.

Messrs. Lammer Brothers have received instructions to sell by Public Auction,

on MONDAY, the 30th day of November, 1925, at 3 o'clock in the afternoon at their Salesroom, Duddell Street Victoria, Hongkong.

The Valuable Leasehold Property being all those pieces or parcels of ground situate at Victoria

aforsaid and registered in the Land Office as Sub-section 7 of Section A of Marine Lot No. 95,

Section A of Sub-section 1 of Sub-section 8 of Section A of Marine Lot No. 95 and Section A of Sub-section 1 of Section B of Inland Lot No. 1311.

IN ONE LOT

The total area of the land is 882 Square Feet or thereabouts.

The property comprises the messuage known as No. 239 (formerly No. 199) Des Vaux Road West.

Further particulars and conditions of sale may be obtained from the Office of

Messrs. DEACONS, 1, Des Vaux Road Central, Vendors' Solicitors or

Messrs. LAMMERT BROS.

L. MOORE & CO., LTD.

PUBLIC AUCTION.

Important Sale of Property in the Business Centre of the International Settlement of SHANGHAI.

L. MOORE & CO., LTD.

Established 1874

Favoured with instructions from

H.B.M.'s OFFICE OF WORKS

Will sell by Public Auction within their Salesrooms No. 45 Kiangse Road, Shanghai,

on Wednesday, November 25th 1925 at 4 p.m. precisely.

A portion of that very desirable and important.

PROPERTY

known as Cadastral Lot No. 15 (British Consular Lot No. 581) situate at the corner of Museum & Peking Roads and formerly known as

THE BRITISH POST OFFICE

This very important property comprises LAND of a measured area of M. 2 P. 3 L. 1 H. 4, with an approximate frontage on

Peking Road of 110' 9 1/4"

Museum Road of 128' 5" and on a lane connecting Yuen Ming Yuen Road and Museum Road of 26' 8 1/4" together with the

BUILDINGS THEREON

providing an excellent opportunity for the purchase of one of the finest business sites in the International Settlement.

Copies of Plans and Conditions of Sale may be seen on application to H.B.M.'s Office of Works, 14 Yuen Ming Yuen Road or L. Moore & Co., Ltd., Shanghai.

The property may be inspected on application to H.B.M.'s Office of Works.

L. MOORE CO., LIMITED. Auctioneers, Appraisers, &c.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Thursday, the 26th Nov., 1925 commencing at 2.30 p.m.

at No. 34, Rose Terrace, Nathan Road, Kowloon

A Quantity of Valuable Household Furniture

(Particulars as per Catalogue)

On View from Wednesday, the 25th November 1925.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

HUGHES & HOUGH

LIMITED.

GENERAL AUCTIONEERS. IMPORTERS, EXPORTERS & GENERAL BROKERS.

THEATRE ROYAL

"IOLANTHE"

December 11, 12, 14, 17, 18, 19, at 9.15 p.m.

MATINEE

(Children Half-price)

December 16th, at 4.30 p.m.

Booking at Anderson's

THE RITZ

NOW OPEN

Meals at all hours from 8 a.m. to 12.00 midnight

Morning and Afternoon Teas. Good Assortment of Fancy Cakes.

Wedding and Christening Cakes to order.

Only the best food and wines served.

CHINA AUCTION ROOMS.

4, Duddell Street. If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. DE SOUSA. Auctioneer.

ST. ANDREW'S CHURCH

Kowloon

Missionary Campaign

To-morrow, Sunday

8.15 a.m. 11 a.m. 6 p.m.

Preacher Rev. W. H. Murray

Walton, M.A., F.R.G.S.

Anthem "O, Taste and See"

(Goss)

Offertories for Church Missionary Assoc.

INSTITUTION FOR THE BLIND.

KOWLOON CITY ROAD.

20 min from Star Ferry by Kowloon City Bus.

Come and buy our hand-knittek Coats, Sweaters, Jumpers, Shawls, Scarves, Socks and all kinds of Children's Woolies.

Latest styles in "Fair Isle" and plain and fancy Jumps.

Orders taken for knitting in wool or silk

K. BESWICK, Supt. Telephone K. 101.

WHAT LIFE IS LIKE.

An eminent business man has described life as like a strenuous game of push-ball. To play the game successfully efficiency is of the utmost importance, and to keep mentally and physically efficient the system must be sustained in a clean and healthy condition.

As an aid to internal cleanliness and health nothing is better than Pinkettes. Taken when needed, a little dose of these dainty laxatives gently stimulates the liver, dispels constipation, ensures daily regularity, aids digestion, keeps the skin clear and the breath sweet.

Your chemist sells Pinkettes, or post free, 60 cents. the vial, from Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

"I wish most emphatically to contradict the reports that I intend to retire from the stage."

This remark was made the other day by Mme. Anna Pavlova, the world-famous ballet dancer to an Evening Standard representative just before she began rehearsing for the month's ballet season, due to begin at Covent Garden Opera House. "I believe the reports were originally circulated in America because I was giving my farewell tour there," she said; "but there are other parts of the world I intend to visit, and there is always my beloved London."

In muffin-time on Brixton The bells ring out so clear; And people all come running From dwellings far and near, And raise a rousing cheer.

For, since last April, muffins Have not been seen; and so We rush to greet the vendor And buy his slabs of dough, Ere home to tea we go.

And as we munch our muffins In ecstasy sublime, We cannot help but wonder To what far-distant clime They go in summer-time!

Said an eminent American divine, who has been over here for a holiday, to a newspaper interviewer upon his return: "I cannot think what the modern young English girl is coming to."

Yet the exceedingly simple answer is, chiefly to the pictures and the dance-clubs.

A number of cases of poisoning through eating alleged mushrooms have recently been recorded in the papers, and this has caused many readers to submit the old problem of how to distinguish between a mushroom and a toadstool. In the public interest, I have propounded this question to my friend Prof. Linnaeus Leberwurst, who says the



I am very glad to see that Sir Oliver Lodge's appeal to scientists, made at the recent meeting of the British association, to use plain language when speaking or writing on scientific matters, has already borne fruit. Before me, as I write, lies a little book entitled, "Relativity Without Tears" by Professor Watt-Buncombe, which I have already read, and now open haphazard. Says the author: "It, therefore, follows that the co-efficient of gravity of a differential ellipse moving through the cosmos with an initial inertia equivalent to the cotangent of its ordinates varies inversely as the logarithm

solution of the difficulty is simplicity itself, for not only are the



two things spelt differently, but also pronounced differently. He further points out that toads cannot sit on mushrooms. They fall off; or else the mushroom breaks; and he strongly advises every mushroom-gatherer to carry a toad, about with him as an indicator. This certainly seems a better method than the old one, which was first to eat the suspected fungus; then if you died your executors knew it was a toadstool. But this was not altogether satisfactory, as many deaths formerly attributed to toadstool poisoning were subsequently proved to have been primarily caused by the victims having previously eaten their wives' pastry.

POEMS FOR THE PETS.

(A series of moral verses for juvenile readers.)

A horrid lad was Sidney Searles;

He pulled the hair of little girls.

He tweaked the tresses of his sisters

Till their scalps were nought but blisters.

And when'er he went out walking

You could see him slyly stalking

After other little girls,

Chortling as he juggled their curls.

One day Sidney had a seizure

Of the dreaded alopecia.

All his hair came off completely

As if his skull had been shaved neatly;

And the doctor who was called

Says he'll stay for ever bald.

O don't, my pets, to girls be cruel,

Or you, like Sid, may lose your wool!

MOULDY MARTHA, THE MAACLESFIELD MURDERESS: OR SHOULD THE GREEN-GLOUCESTER TELL?

Chapter IX.

Left alone, Connie Cornerake broke into floods of tears.

Two floods.



BUY
MORE
RICH THICK
CREAM

WOMEN'S INTERESTS

NOTHING
NICER
THAN
NESTLÉ'S



Metal braid distinguishes this frock that adopts the quaint short jacket of Spanish descent. Under blouse, cuffs and collar are of beige crepe de chine, the rest is satin in rich wine red. The braiding is silver with the design completed by embroidery. The cuffs are an interesting feature.

Fringe of white pearl beads is liked not only for delicate frocks, but for those of lead-pencil blue, lipstick red and black.

Beaded shawls are very lovely for cool evenings. Those of white chiffon beaded with silver beads or tiny rhinestones are exceptionally beautiful.

CARE OF COPPER-COLOURED HAIR.

Never wave copper-coloured hair with hot irons. The heat has a particularly bad effect on hair of this shade, making it dry and harsh and destroying the bright lights which are its greatest beauty. Most copper-coloured hair possesses a natural kink and water waving will give it all the wave it requires without injuring it.

Copper-coloured hair should always be cleansed with an egg shampoo. This makes it soft and glossy and brings out all the right lights. To make the egg shampoo take the yolks only of two eggs, beat these up very thoroughly with two tablespoonsful of warm water and one tablespoonful of bay rum. Beat till a light frothy mass is obtained, then shampoo the mixture into the roots and through the hair, rinsing off with lukewarm (not hot) water.

The hair should be rinsed twice and to the second rinsing add two tablespoonsful of pure white wine vinegar. Dry by fanning, never by artificial heat, as this makes the hair harsh and brittle.

To give an added gloss to copper-coloured hair take the yolk of an egg, separating it very carefully so that all of the white is strained off, beat it up, then, dipping the fine teeth of a comb into it, comb it through the hair. Finish with a good brushing with a perfectly clean brush.

When brilliantine is applied to copper-coloured hair it should not be brushed directly on the hair. Sprinkle the brilliantine, three or four drops will be sufficient, on the brush, then wrap a piece of thin tissue paper over the bristles and brush the hair. In this way a beautiful gloss is obtained without any suggestion of greasiness.



Gilda Gray in three of her new frocks that illustrate the "shifting silhouette" fashion edict.

Here are three gowns, part of kasha, and saw that it was good, metal rings and many-coloured the expensive and extensive wardrobe. Here are the dearest place and heads so that it earns its name. Gray, dance and motion picture line.

For afternoon the same designer is most lovely and was never more created the full-skirted frock that beautifully expressed than in the has ease and grace of line that model of pink satin with tight For morning, a designer spells youth and snip. This model bodice and reverses and vest of joined a skirt of blue is of navy blue silk with hands silver cloth and a corsage of satin drape and a blouse of beige of crimson velvet embroidered with black and silver ribbon streamers.

FLIES IN AMBER.

It is no longer the mode for the fashionable woman to wear amber of the clear variety. The cloudy amber also has suffered a temporary eclipse. To be right "up to the moment," it is necessary to have ornaments made from the translucent substance in the depths of which a fly, or flies, have been entrapped. Jewellers are calling attention to this new fad by means of little placards which they place beneath this sort of jewellery.

SEEN IN THE STORES.

Many of the casualties amongst our china and glass occur by reason of the slippery surface of the tray on which they are carried. Recently a process has been perfected whereby a tray surface is rendered "non-slipping," so that, short of dropping the tray, the risk of breakages is practically eliminated. The tray itself is of the double tier variety and collapsible. It is so light that it may be carried with one hand.

When the shopping bag is very crowded, one is liable to lose some of the smaller purchases from the top. A new kind of shopping bag, carried out in grey or brown velvet hide, is constructed so that the contents of the bag are automatically secured by the action of the handle. This bag is attractive in appearance, and quite suitable for afternoon or town shopping.

A useful addition to kitchen equipment is a new "cooler" in terra-cotta. It is in the form of a large jar, with double bottom and sides and a well-fitting lid. The hollow space is filled with water, or chilled ice if you have it, and the jar then becomes a receptacle that will keep milk, butter, or any other food cool and sweet. This is a boon for those who have poor larder accommodation. All the parts are loose, and so the cooler is easily cleaned.

White enamel shaving mirrors, with glass shelf attached, may be purchased for less than a pound note. These useful mirrors are small and oval, and take up little space on a bathroom wall.

A NEW IDEA.



The new neckties have a tendency to go backward, instead of forward, and progress appears to be indefinitely postponed. Here are an interesting assortment of pearls and synthetic emeralds that reach to the wearer's waist, in the back.

NOT-FOR-USE HANKIES.

Those super-dainty handkerchiefs we nowadays tuck into our jumper pockets are far too frail and small for real use. The very newest are of net with an insertion in the centre of a lovely silhouette in the finest linen. Printed voile and cobweb muslin, crepe de Chine and nylon, picot or lace-edged, and often elaborately embroidered, make these little wisps of daintiness.

The woman who likes to have some attractive but not too engrossing bit of needlework to occupy her hands in the autumn evenings may profitably search her piece bag for scraps of every colour which can be cut into squares and adorned with lace and net edging or insertion, monogrammed, and worked in quaint designs in white or colours. The popular cross-stitch, in the sampler manner, is, of course, very up-to-date.

RETURN OF THE MUFF.

Muffs are of medium size and are sometimes quite flat. The mannequin, it is observed, "wears" hers on one hand only. It seems to be decorative rather than precisely useful.

A moleskin muff seen at a dress show matched the buttons on the blue velvet coat displayed. When the coat was removed the delicate frock beneath was found to be trimmed with moleskin pom-poms, which were placed on ruffles of georgette.

BEAUTIFUL LINGERIE.

It is almost as difficult to keep up to date with undies as with our frocks. With skirts still as short as possible, petticoats are at a discount, and nowadays the necessary warmth is invariably provided by a flounce on the cami-knickers. White georgette or crepe is returning to favour, trimmed with tremendous black georgette circles hemstitched in place. Printed chiffons have left the realm of dress to be found in the world of lingerie, either trimmed with self bands or dyed net.

Tinted net is another craze of the moment, adorned with rows and rows of narrow satin ribbon frilling round the camisole and legs.

Visions of loveliness are plotted georgette cami-knickers, which, to preserve their fragility, unfasten all down the sides under a concealing hem of chiffon rosebuds.

Among the new designs there are to be found marvellous affairs of silver or gold tissue, lace, besprinkled with silver or gold stitching.

Lace, of course, will always be sought after by some women, who staunchly refuse to abandon their peach, crepe de Chine and ochre lace confections. But in the latest fashions in lingerie it is the originality of the materials and design, rather than beautiful embroidery and lace, which is holding the day.

ALTERING THE OUT-OF-DATE FROCK.

Most of us are faced with the problem of what is going to happen to last season's frocks. As a matter of fact, it is not nearly such a terrifying outlook as it at first seems, with gadget insertions bursting in from every possible corner.

Everybody has a perfectly good frock stored away, made with a tight, or perhaps wrap-over skirt, and ornamented with embroidery. The skirt may be left just as it is, with a full godet panel added straight across the front, and joined at either side seam.

Last winter the height of smartness was the plainest design, employing marvellous material. This year smart couturiers have produced some beautiful combinations, using velvet with rosin, and georgette with satin. You will find that a skirt ornamented with godets of a contrasting material gives a frock a new lease of life. Even more simple than this is to add side panels, cut on godet lines, of course, and uneven in length. These are joined down one side only, and have a novel lining.

Lingerie collars and cuffs are the greatest blessing when it comes to renovation. Unfortunately, they are no longer considered smart, the only permissible frilliness being a high collar of tinted lace. Of course, if you can manage to arrange it, a front of dyed rabbit is very smart.

Sleeves have not altered much, but for the sake of a change you could add a cuff, the design being a trifle on the fanciful side. Another idea for sleeves which have worn shiny is to remove them entirely and put in fresh ones of a contrasting colour or material.



Flying panels that reach from shoulder to hem are cleverly devised by this coat to give width to its otherwise straight silhouette. Brick red velvet is the material used with grey caracul for collar and cuffs.

A popular dance frock is of crepe in porcelain blue with a cape which hangs to the waistline in the back.

Grey pearls have suddenly become extremely popular and are very much liked with the all-white outfit.

BEAUTY SECRETS OF FAMOUS BEAUTIES: 12.



BY PAUL TULLY.
IN "ARTISTS AND MODELS."

When I was a child you could hardly find me without a skipping rope in my hands, and now that I've grown up I retain this childish practice because I believe it is a most excellent exercise for keeping the body graceful and supple.

It keeps you nimble and light on your feet and gives you a splendid sense of being alive. If you skip rope enough, you don't need to worry much about any other form of exercise. While any exercise is more effective if done out of doors, jumping the rope may be done very well inside—provided the person who lives in the apartment below you doesn't object.

SOME ELABORATE HAIR DRESSING STYLES.



Paris, never constant, is tired of the bob and of the sleek, unadorned headdress, so she is creating elaborately carved and jewelled combs that will give the sweet, simple styles a little wholesome competition.

These photographed are for evening wear. The centre one is of carved tortoise shell large enough to give a halo effect to the face. The model below is of white composition and is copied after either the peasant's cap or the airplane, it is difficult to tell which.

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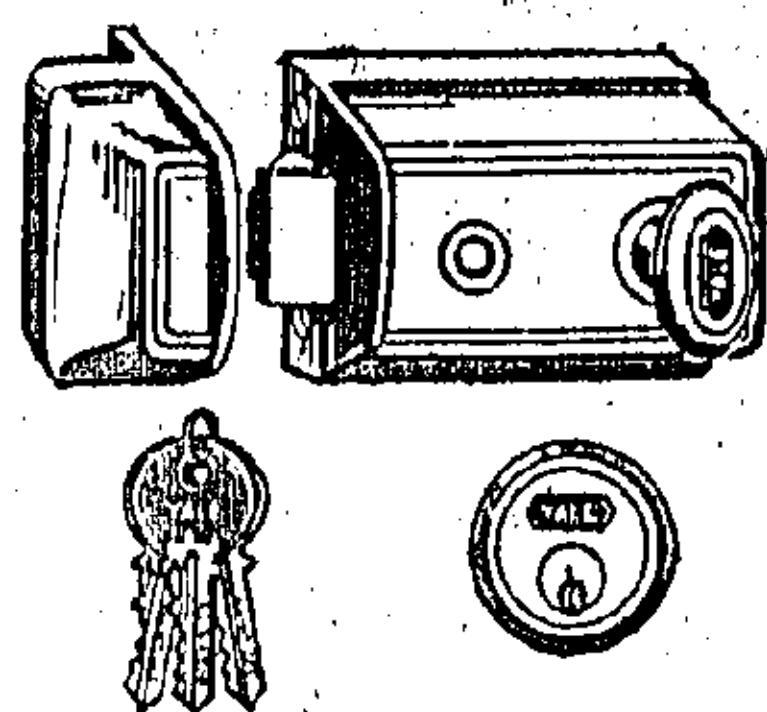
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SUTHERLAND SELECTION	per lb.	1.75
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PINEAPPLE CHOCOLATE	per lb.	1.75
MARZAPAN FRUITS	per lb.	1.75
SUPER CHOCOLATE ALMONDS	per 1 lb. Tin	1.75
CHOCOLATE GINGER	per lb.	1.50
MAPLE BRAZILS	per lb.	1.20
MOCHA WALNUTS	per lb.	1.20
NOUGAT DE MONTELMAR	per lb.	1.20
CAFE DESSERT	per lb.	1.20
FRENCH CREAM CARAMELS	per lb.	1.20
PRINCE CHARLIE CHOCOLATE	per lb.	1.20
PRIMROSE CARAMELS	per lb.	1.20
DESSERT APRICOTS	per lb.	.90
SUPER MINT CROQUETTES	per lb.	.90
CARDINAL MIXTURE	per lb.	.90
DESSERT FRUITS	per lb.	.90
SUPER CHOCOLATE ALMONDS	per 1 lb. Tin	.90
COCOANUT FRUIT SQUARES	per lb.	.85
COCOANUT MARSHMALLOWS	per lb.	.85
EXTRA CREAM CARAMELS	per lb.	.85
EXTRA CREAM CHOCOLATE CARAMELS	per lb.	.85
MAPLE BRAZILS	per 1 lb. Box	.85
TURKISH DELIGHT	per 1 lb.	.85
MIXED PASTILLES	per lb.	.75
LIME JUICE JELLIES	per lb.	.75
JAP DESSERT	per lb.	.60
ORIENTAL DESSERT	per lb.	.60
TOASTED CARAMELS	per lb.	.60
MARSHMALLOW DROPS	per 1 lb. Tin	.60
MELVETTE CHOCOLATE	per Lge Tablet	.55
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The Telegraph.

SATURDAY, NOV. 21, 1925.

THE EMPIRE MOURNS.

The whole Empire is to-day plunged into sorrow at the news of the passing of the Queen Mother, who on her arrival in England as far back as 1863, captured the hearts of the British people and has held their love and esteem ever since. By her death, one of the very best and highest types of womanhood has been removed from us, but the memory of a life spent in helping others will long remain. Elsewhere in this issue we give some details of the late Queen Alexandra's life and the great works of mercy in which she was so deeply interested, and to these little need be added. The innumerable public acts which, throughout many long years, she was called upon to perform were discharged with a tact and charm which could not be excelled, and she was ever ready to respond to the call of the suffering and the needy. She lived before the people as a devoted wife and a loving mother, creating a beautiful home life around her. In the evening of her life, after its days of regal triumphs, interspersed with deep personal sorrows, she delighted to gather her family and intimate friends around her, and almost to the end she retained her personal interest in the various institutions which enjoyed her patronage, particularly the nursing services and the children's hospitals. Although well past the allotted span, she maintained great elasticity of mind and spirit, keeping herself well-informed regarding public events, and all through her life she was a paragon of social and political discretion. She made England her home in the true sense of the word, for, as she once told a foreign friend, "there are some Princesses and reigning Queens who ever feel themselves strangers in the lands that become theirs by marriage; I have never known this feeling, not for a single moment." Now Death has removed this gracious and lovable personality, but the Mother Queen's good works will remain, and the memory of a sweet life will be cherished throughout the years to come.

The Mitchell Trial.

The court-martial of Colonel Mitchell, arising out of the Shendaoah disaster, is arousing in-

tense interest in the United States, not so much by reason of the issues surrounding the disaster itself, but because of the criticisms of the U. S. Air Service which have been made in the course of the enquiry. The world-famous Lt. Col. Wade, who declared his intention of resigning the service because of lack of opportunity, whilst another officer has come forward with the surprising statement that America is only eighth among the Powers as regards aviation, ranking even lower than Poland. Colonel Mitchell himself recently stated that America's air inferiority is due to official incompetence and unwise economy. One of his suggestions is that all branches of America's fighting forces should be grouped together under a single Secretary of National Defence, which, he says, will eliminate pulling at cross purposes, duplication and jealousy. The Colonel has of late been indulging in some extremely severe criticisms of the two flying services of his country, and thus has arisen the question whether or not he has not been guilty of insubordination. Seemingly, he does not fear such a verdict, because he has declared that what he has said has been a patriotic necessity, and he holds that the country's welfare depends on the broadcasting of what he conceives to be the truth. One American writer says that his dismissal would, in the circumstances, be no disgrace—"on the contrary, it would be regarded by many as a badge of courage and would probably land him in the House of Representatives." Be that as it may, the trial is arousing the most intense concern in service and civilian circles in the States, and it will be interesting to see how it all turns out in the end.

Accident Cases.

One of the most serious aspects of the sad tragedy on the Lai-chi-kok Road into which a Coroner's Jury concluded enquiring on Thursday, was, we think, the fact that the Government Civil Hospital informed an enquirer at Kowloon that the hospital was full up and could not take in the casualty patient. Eventually the little girl, whose subsequent death has been widely and deeply regretted, had to be sent to the Victoria Hospital, on Barker Road, the Peak. For the moment, we are not concerned with any aspect of the case further than the bare fact that someone in authority at the Government Civil Hospital stated, in answer to information that an accident patient was being sent across, that all the beds in the hospital were full and that the patient had better be sent to Victoria Hospital. We thought it was a general axiom in hospital management that no hospital was ever too full to refuse the admission of a casualty, and we sincerely hope that some official statement will be made making that just as clear here as it is in most parts of the world. Let us be fair, and say it is quite possible that the person who received the message at the G.C.H. did not realise that the patient whose admittance was being sought was in need of very urgent medical aid, and that matters were not so clearly understood then as they were later on, but it was stated in evidence that the hospital people were told that there had been an accident. One would have thought that fact would have been sufficient to have warranted admittance anywhere and at any time. We of this Colony seem just a little too indifferent to haste or urgency as far as accidents are concerned. The ambulance arrangements are, obviously, a disgrace to a city of nearly a million people, and all too often are hurriedly called upon to pass censure on official shortcomings in such matters. We do need to be jolted out of this attitude of seemingly studied indifference.

ITALIAN LOAN.

ISSUE OVER-SUBSCRIBED.

New York, Nov. 20. The issue of one hundred million dollars worth of Italian gold bonds, at seven per cent. at 94½ and maturing on December 1st, 1931, has been over-subscribed.—*Reuter's American Service.*

H. E. the Governor has nominated the following as members of the Court of University of Hong-kong for a period of three years: Messrs. W. H. Bell, A. Cameron, R. M. Dyer and Paul Laidler.

DAY BY DAY.

LOOK AT ALL THE REALLY GREAT AND GOOD MEN. WHY DO WE CALL THEM GREAT AND GOOD? BECAUSE THEY DARE TO BE TRUE TO THEMSELVES, THEY DARE TO BE WHAT THEY ARE.—*Max Muller.*

The opening rate of the dollar on demand to-day is 2s. 4.7/16d.

Communication by water between Canton and Shek-ki is said to have been restored since the 11th, instant.

Miss D. Sawyer has been appointed to the post of headmistress of the Diocesan Girls' School, Kowloon, as from September 1.

A District Court Martial is to be held at Wellington Barracks on Tuesday for the trial of Havildar Major Chan Chu-fat, of the 40th Co., R.E.

Owing to the death of H.M. Queen Alexandra, dancing will not take place in the Grill Room of the Hongkong Hotel or at the Repulse Bay Hotel this evening.

It is announced that the Victoria Trading Company, Limited, and the Sisman Steamship Company Limited, will, unless cause is shown, be struck off the register.

The forthcoming marriage is announced of Mr. David Dalglush, civil engineer, Shanghai, to Miss Lola Charlotte Burdett-Taylor, who arrives in the Colony by the s.s. Kayber.

The U.S.S. Huron, flying the flag of the Commander-in-Chief of the U.S. Asiatic Squadron accompanied by the U.S.S. General Alava, is due to arrive at Hong-kong next Thursday.

Judge Purdy at the U. S. Court for Shanghai on November 12th gave judgment for \$300 with costs, in the action of Ross v. the China Press in which plaintiff asked for \$50,000 as damages for an alleged libel.

Amongst the passengers who arrived by the Empress of Australia yesterday were Mrs. Eldon Potter, Major and Mrs. R. R. Lewis, Mrs. L. Dunbar, Mr. and Mrs. R. J. Goodman, Mr. C. C. Stark and Mr. W. D. Goodfellow.

"Reincarnation: The Hope of the World" will be the subject of a public lecture at the Hongkong Lodge of the Theosophical Society, 7, Duddell Street, on Monday, November 23rd, at 6 p.m. sharp. Lecturer, Mr. Irving S. Cooper, San Francisco. The meeting is open to the public.—*Adv.*

The draft Bill of an Ordinance to amend the Magistrates Ordinance is published. Amongst other things, this Bill will enable a Government servant who has once been appointed a police magistrate to exercise the powers of a magistrate even though he has since been appointed to some other office.

It is reported that at a meeting of the Committee of Provincial Affairs in Canton it was decided to incorporate Dr. Sun's Three Peoples' Doctrine into the curriculum of all schools in Kwangtung, and that the educational and civil service bureaux are to undertake the compilation of the text books for that purpose.

By order of the Leningrad Soviet, the old fortress of St. Peter and St. Paul, the Bastille of Tsarist Russia on the River of Neva, is to be demolished. The site is to be transformed into a park and stadium. Only the church, the Aleksei dungeons and some other buildings of historical interest are to be allowed to remain.

A mandate from the Executive Council of the Canton Government has been issued to Governmental Departments, both civil and military, forbidding servants of the Government to strike or resign in a booby, under heavy penalties. It is said that this mandate is the outcome of the intended resignation of the teachers of the Government Primary Schools.

Officials at the General Post Office spent an extremely busy morning dealing with an exceptionally heavy Christmas Home mail. The Supt. of Mails informed a *Telegraph* representative that, in anticipation of a rush work of clearing the boxes commenced at 8 a.m. and it was found necessary to make clearances every fifteen minutes until the mail closed.

THE LATE QUEEN MOTHER.



Taken some years ago, the above is one of the best known portraits of the late Queen Alexandra.

THE "M.I." VICTIMS.

THIS MORNING'S MEMORIAL SERVICES.

Special services to the memory of the officers and men who lost their lives in the sinking of the submarine M.I. were held this morning in both the Anglican and Roman Catholic Cathedrals. Both were attended by naval details from the various British men-of-war in port, and the services were of a most impressive character.

AT ST. JOHN'S CATHEDRAL.

There was a very large gathering of naval units at the service in St. John's Cathedral, at which the Bishop of Victoria (Dr. Duggan) delivered an appropriate address. His Excellency the Governor and Mrs. Clementi, together with Sir Matthew Nathan, were present, as also were Vice Admiral Sir Alexander Sinclair, Commodore Stirling, Sir Henry Gollan, Mr. Justice Wood, Mr. A. G. M. Fletcher, Mr. P. P. J. Wodehouse, C.I.E., and many other Government officials and leading residents.

His Lordship the Bishop, who chose as the title for his sermon "The Spirit of Discipline," preached from the words "Lord thou hast been our dwelling place in all generations."—(Psalm 90, 1).

At the outset he said they were met for a common purpose—the desire to do honour to the memory of brave men, men who may have been shipmates and companions of some of them there. It was in a spirit of comradeship that they met—united by ties of a common service, a common Empire, a common humanity. "We in this Church to-day are one in heart and mind with those who, two days ago, at breaking dawn, came together at their trying place out at sea at the spot where Submarine 'M.I.' took her last fatal plunge, and committed to the Eternal Father the souls of those whose bodies were imprisoned there below, while in the air the valleys echoed, and the 'Last Post' sounded forth and sorrowful ranks of men stood still in silent reverence. As it was with Scott's party in the Frozen South, as it was with Irvine and Mallory pressing on towards the summit of unconquered Everest, so it was with those sixty men and more a week ago. We know no details of the end, perhaps we never shall know. Only we are sure that when, all unawares, the hour of crisis came upon them the training and discipline of months and years did not fail them."

Having said that a sailor's or soldier's training was just as much a training in moral courage as in physical courage, His Lordship said they could not doubt that those men in the sunken submarine, even amid their anguish, were able to meet the Unseen bravely. The riches of a nation were its acts of unselfishness and generous sacrifice, and they were honouring that day the spirit of unselfishness and simple devotion to duty. He held

no brief for war, but he believed there was a spiritual ideal embodied in the life of a sailor and soldier—the ideal of cheerful and instant obedience to duty. In conclusion, His Lordship said that life looked far too big to pass for a dream. He could not believe that all the labour of the ages, all the devotion, and all the noonday brightness of genius were destined to extinction. God had not made man to be the jest and riddle of the world, but had made him a reflection of His own personal infinity. "Lord Thou hast been our dwelling place in all generations. Trust in God is the last of all things and the whole of all things."

ROMAN CATHOLIC SERVICE.

At the Roman Catholic Cathedral the service took the form of a Solemn Requiem Mass, the celebrant being the Rev. Father Percy O'Connor, naval chaplain. After the Mass, an appropriate address was given by the Very Rev. Father G. M. Spada, whilst the Absolution was given later at the Catafalque. The Rev. Father Spada, in his address, said:—Dear brethren, When some days ago the wire conveyed to us the sad news that H.M. Submarine M.I. had foundered and that about sixty gallant naval men have lost their lives, our community was deeply touched, and we offer our prayers to-day for the repose of their souls. We offer our deepest sympathy to the British Navy on this trial and to the relatives of those gallant men who, in obedience to their country's call, were serving in the submarine and in an accident have met their death. Honour is due to them who have sacrificed their lives in the country's service. But not only honour we must give them, but also according to our Faith, we must help, relieve, and comfort them, and offer for them the Expiatory Sacrifice that they may find mercy before the Almighty. The Second Book of the Maccabees, c.12, v.45, says:—"It is a holy and wholesome thought to pray for the dead that they may be loosed from sin." In their abiding faith they have no doubt offered their lives to Him and by making the supreme sacrifice, they have found the future immortality. The Evangelist St. John, c.5, v.29, says:—"They that have done good things shall come forth into the resurrection of life." For to Thy faithful, O Lord, life is changed, not taken away, and when the house of this earthly dwelling is dissolved, an eternal habitation is prepared in Heaven. It is to assure to them this happiness that I ask of you all to pray for them, to offer good works for them and invoke upon them the eternal rest. Eternal rest give unto them, O Lord! And let perpetual light shine upon them! May they rest in peace! AMEN!"

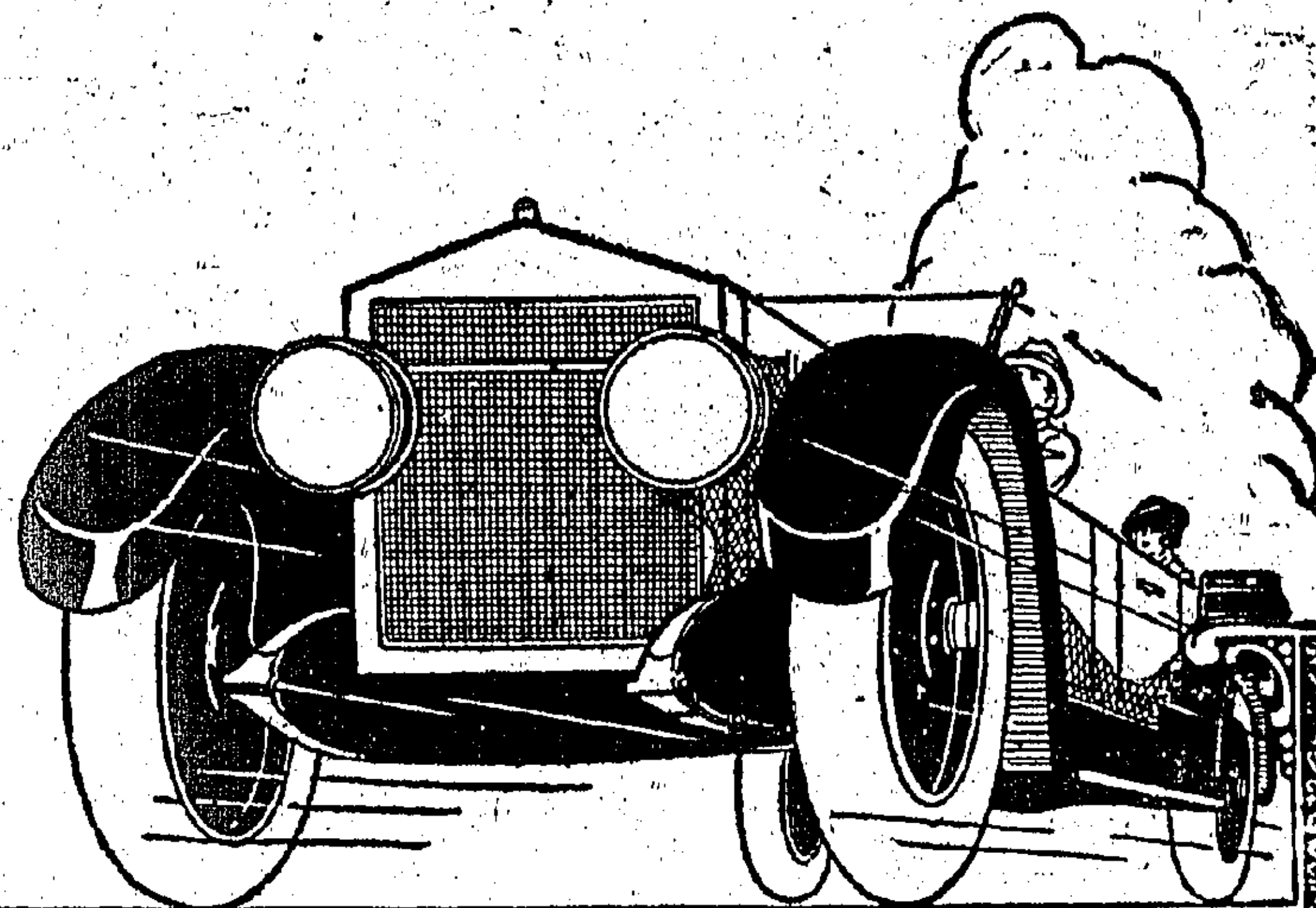
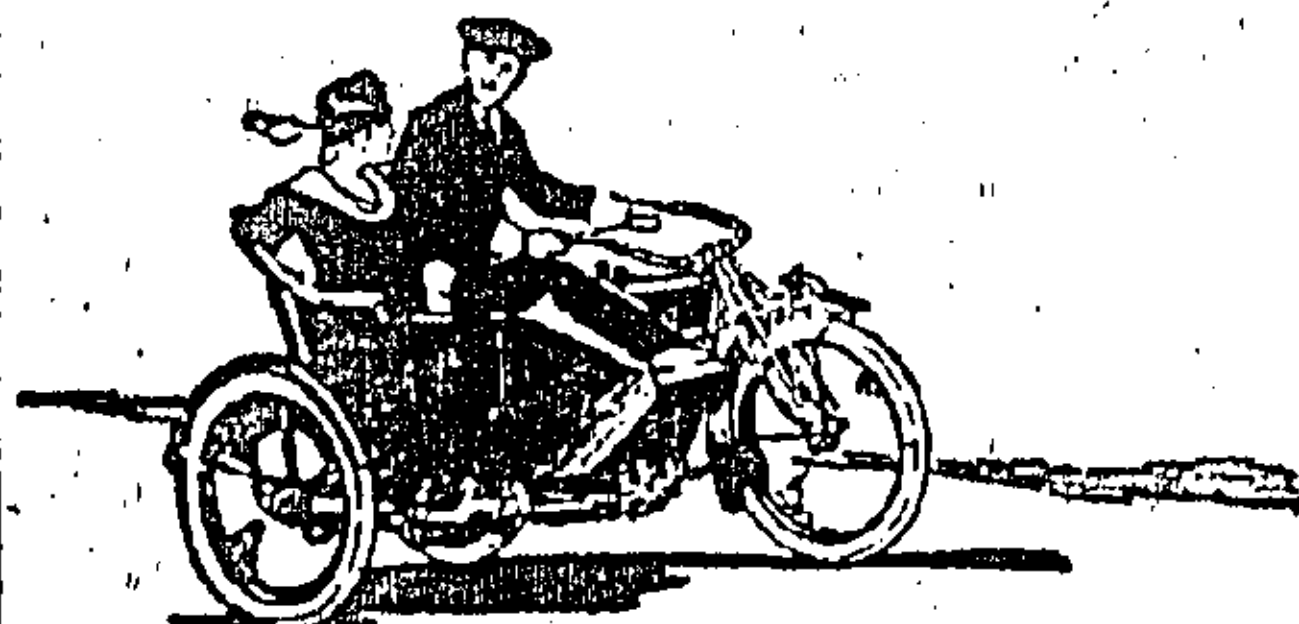
It is reported that with the exception of the restriction of navigation in the waterways, censorship on all letters and parcel post, and strict search of all hotels and inns, martial law has been rescinded in Kongmoon.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 21st. November, 1925.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

Flying Records.

We are indebted to the Hongkong office of the Asiatic Petroleum Company, for the report of a British seaplane record established at Southampton, by Capt. H. C. Biard, on the 13th. of October last. Capt. Biard, who was flying a Supermarine monoplane, S. 4 type, fitted with a Napier engine attained a speed of 364.29 kilometers per hour, equalling 226.75 miles per hour. This record was officially confirmed by the Federation Aeronautique Internationale. The previous record was established in America on the 23th. of October last year, that being 138.11 miles per hour. Both of these records however, were beaten in the race for the Schneider Cup on the 26th. of October this year, when Lieut. Dolittle, an American aviator, racing on a Curtis racer established the speed of 232.57 miles per hour. Capt. Biard used Shell spirit.

The Automobile Show.

It is gratifying to hear of the great success which attended

this year's Motor Show at London. Reports to hand show that very large orders have been placed with British manufacturers as a result, not only from British Colonies, but from foreign markets as well. The increased activity in the manufacturing centres will doubtless provide work for some of the unemployed this Winter. Perhaps one of these days we may see an automobile show in Hongkong.

Ambulance Bells.

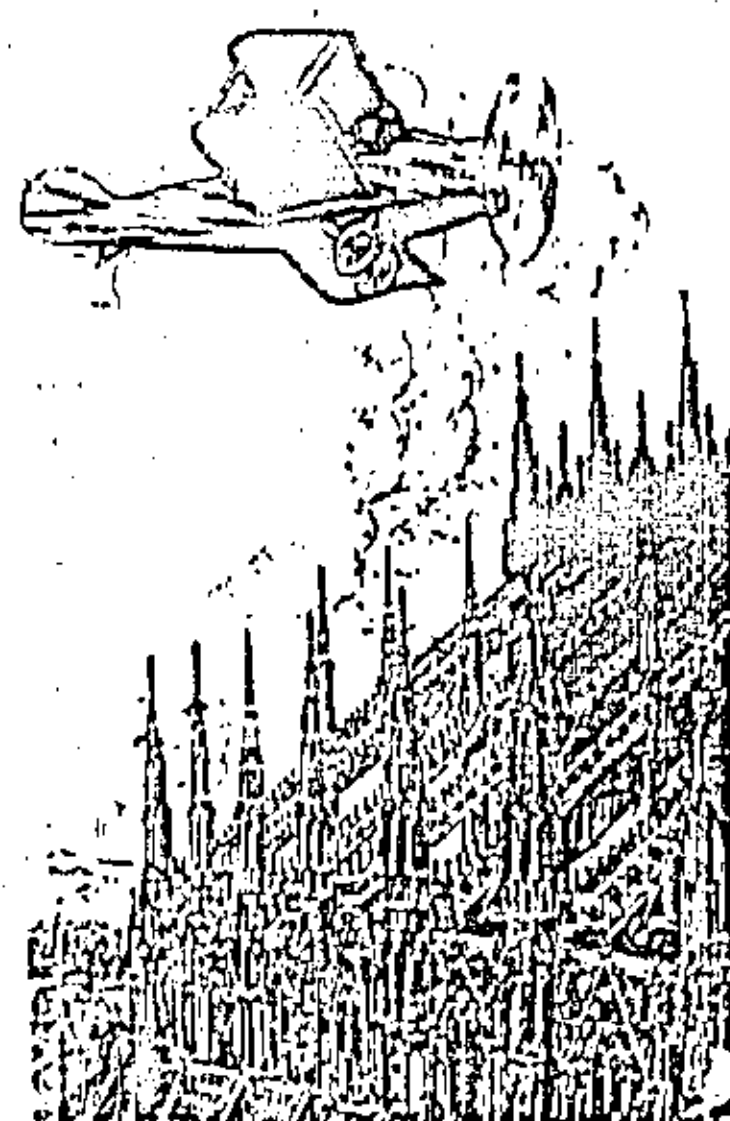
We have not quite given up hope yet that our new ambulances will be provided with a distinctive signal device. The usual motor car horn is absolutely useless, and one has only to observe an ambulance driver trying to pass other traffic to realise what a hopeless job he has. After all, a car driver proceeding at a legitimate speed is not supposed to pull into the side of the road just because another driver is honking his horn behind him. He would have no excuse for not doing so if the signal warned him that an ambulance needed to pass.

WHAT A SHOCK!

(CONTRIBUTED)

Rip Van Winkle tell me how it feels, After slumbering a hundred years.

I rather think that when most people listen to the words of this quaint song, their thoughts turn instinctively to the many wonderful inventions of the Twentieth Century, and they try to picture the surprise which would appear on the face of this legendary gentleman, could he be but awakened from his long sleep. What astounding progress the succeeding generations have made! Man's inventive genius has even eclipsed the fantastic vision, as it then was, of the notorious "Mother Shipton," who was ridiculed for prophesying that iron would one day float. Not only has that metal been made buoyant, but it has been transformed into thousands of mediums for the generation of energy. Modern road transport especially, is only made possible by the employment of this energy as represented by the internal combustion engine. Time, labour, trouble—all can be saved to-day, and if Mr. Rip Van Winkle could visit Hongkong, he certainly would get a shock, to find that with all these modern facilities available, we still cart our refuse away by bullock carts, and still provide man-hauled fire-hose carts as protection against fire on the Peak!



Pilot: "What do you think of our cathedral?"
Passenger: "It would be a nasty place to fall on!"—
Passing Show, London.

FARTHER SOUTH.

American tourists may now be free to enter Lower California without undergoing the pains of learning Spanish to find their way out. The Automobile Club of Southern California has just completed signposting more than 400 miles of roads in the upper part of the narrow peninsula in English.

FLAG COURTESY.

Tourists motoring into British Columbia with the American flag attached to their car are urged to affix a British flag of the same size. International courtesy calls for this double display on foreign cars entering the province, says a letter sent by the Native Sons of British Columbia.

NEVER PASS ANOTHER
CAR GOING UP A HILL
OR AT A CURVE

THE PLAIN MAN AND HIS CAR.

V.—THE TRANSMISSION.

(By P. W. F. Mills.)

As stated in an earlier article of this series the transmission of a car must contain

- (a) a Clutch,
- (b) a Gear Box or other form of variable gear mechanism,
- (c) Universal Joints, and
- (d) a Differential Gear.

It is usual to speak of any part of the car related to the transmission as being in the transmission line, and the transmission line is divisible into six sections to which distinguishing names may be given.

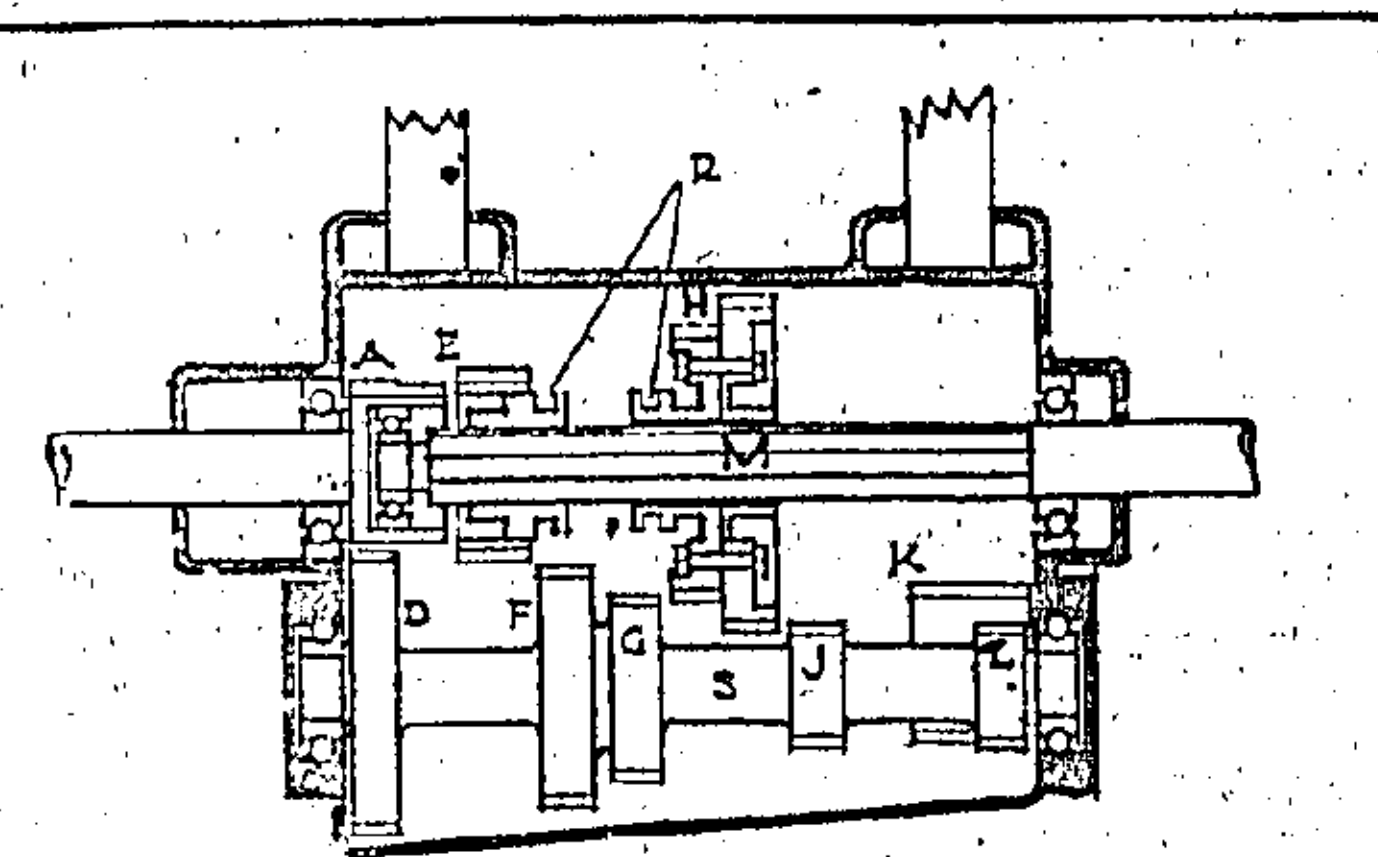
- (1) The crankshaft is the engine crankshaft, carrying in the flywheel one portion of the clutch.
- (2) The clutchshaft is the short length of shaft which carries at its forward end the remaining half of the clutch and at its rear end the "direct speed pinion" inside the gear box.
- (3) Mating with the "direct speed pinion" in the gear box is the "direct gear wheel", and the shaft which carries this and four other toothed wheels is known as the gear box secondary shaft. The "direct speed pinion" marked A in the drawing, and the "direct gear wheel" is marked D. The drawing shows in a slightly simplified form, with all but the essential features omitted, a four-speed gear box of the sliding wheel type, and although certain differences in the method of operation adopted may be noticed in various makes of gear box the method shown is typical enough to serve as an illustration of the principles involved.
- (4) In line with the clutchshaft (actually supported at its forward end in a "spigot" bearing contained inside the "direct speed pinion"), and running out of the rear end of the gear box, is the gear-box main shaft, marked M in the drawing. This shaft

unit H consisting of two wheels, one of which is of greater diameter than the other, bolted together.

- (5) Shortly after emerging from the rear casing of the gear box the Gearbox Main Shaft is connected, through a Universal Joint, to the Propeller Shaft. This shaft, after running a short distance, disappears into a large casing known as the Torque Tube, the function of which is noted later. The rear end of the Torque Tube is bolted to the rear axle casing, which contains the "final drive." This may be a "worm" and "worm wheel," or it may be two bevel wheels, but in any case the worm wheel or the larger of the bevel wheels will contain the Differential Gear.
- (6) It is not proposed to describe the Differential at this stage, but it consists, as all gear consist, of a driving and driven members, the driving member being the worm wheel in the case of a final drive of the worm type and the large bevel wheel (sometimes called the "crown wheel") in the case of a bevel drive and the driven members being gear wheels attached to the two shafts driving the road wheels. These shafts are known as the Live Axles.

To sum up, when a four-speed car having a gear box of the type shown in the drawing is running in "direct" gear (also known as "high," "top" or "4th" gear) the rotative power of the engine is transmitted to the road wheels through the following units, and in this order:

Crankshaft—Clutchshaft—through Clutch.
Clutchshaft, Gearbox Main Shaft—through locking device referred to above.
Gearbox—Main Shaft, Propeller shaft—through a Universal Joint.



P.W.F.M.

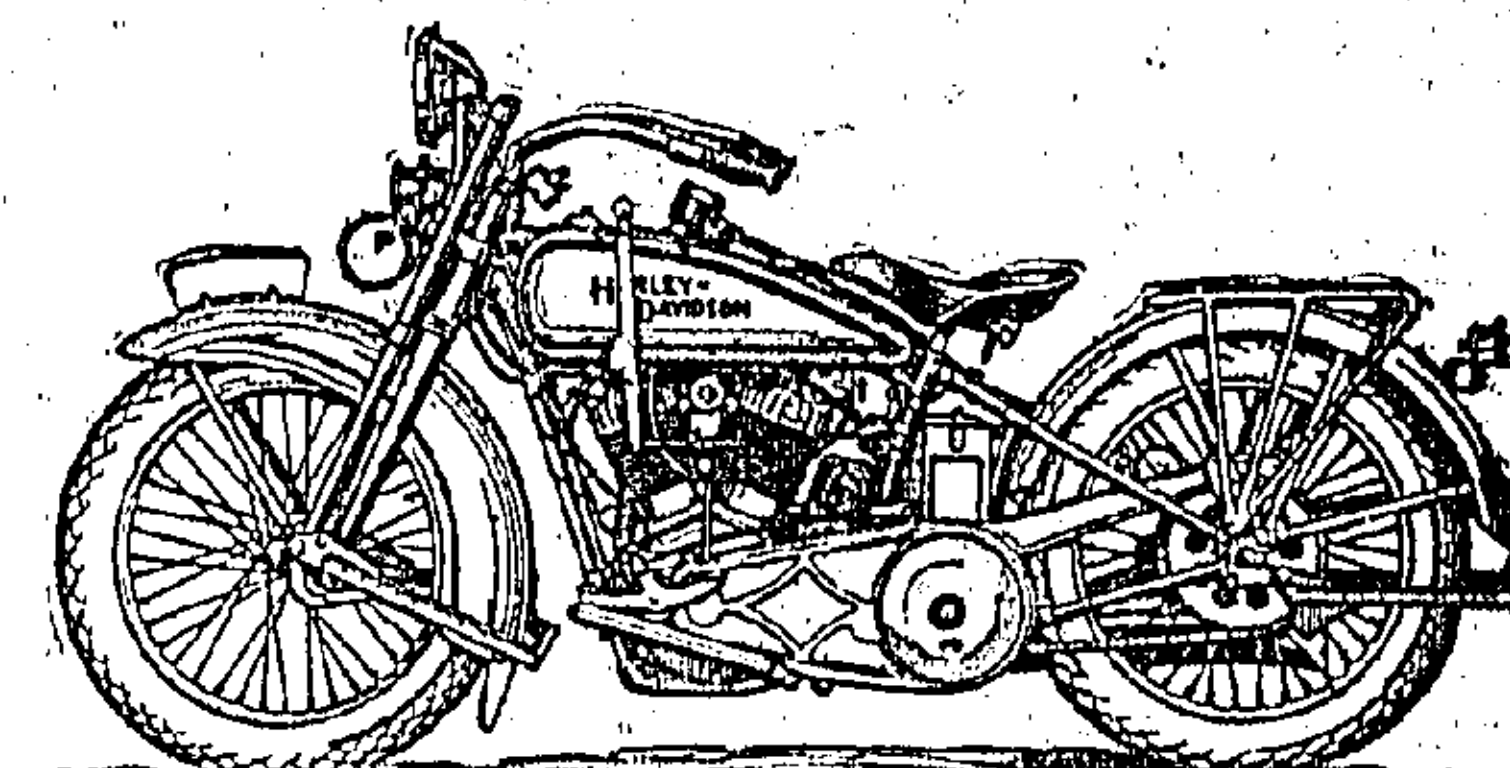
4 SPEED GEAR BOX

carries a wheel E which not only functions as an ordinary gear wheel when driven by the wheel F on the Gearbox Secondary Shaft but also functions as a locking device for securing the "direct speed pinion" to the Gearbox Main Shaft in "direct," i.e. "4th speed" running. This latter function of the wheel E will be referred to later. The Gearbox Main Shaft carries also, mounted in such a way that it can slide along the shaft but must rotate with it, a

Propeller shaft, Road wheel Live Axles—through "final drive" and Differential.

It will be noted that the Gearbox Secondary Shaft does not perform any driving function when "direct" speed is in engagement. As, however, the "direct speed" pinion on the Clutchshaft and the "direct speed wheel" on the Gearbox Secondary Shaft (pinion A and wheel D) are permanently in mesh the latter shaft must revolve whatever gear is being used. When "direct" gear is in engagement the Gearbox Secondary Shaft and the

(Continued on Page 2.)



The 1920 Harley-Davidson Stream-line Twin, Featuring 16 Important Improvements.

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Mobiloil

Make the chart your guide

Lubrication as it is considered in mechanics is the application or introduction of a smooth fluid substance, preferably oil, between two hard moving surfaces that will keep them from coming in direct contact.

Unless the surfaces are kept apart by some medium the irregularities which exist on all surfaces, no matter how hard or smooth, will interlock, and the friction caused in tearing them apart and wearing them down will generate heat.

The action of a lubricant is to flow between the close-fitting surfaces, filling up the interstices and covering up the high spots, acting as a cushion and taking up whatever heat may be generated and carrying it off instead of allowing it to be absorbed by the wearing surfaces.

To do this properly, a lubricant should have certain properties. It should be of a fluid nature so that it will flow readily between surfaces that are close-fitting and under heavy pressure.

Gargoyle Mobiloil is the very best motor car engine lubricant obtainable. It is manufactured by experts in the science of lubrication. The Correct grade as specified in the Chart of Recommendation, will give more power to your engine on lower benzine consumption and at the same time reduce friction to the minimum, thus eliminating unnecessary repairs—nine times out of ten, due to the use of a poor quality of lubricating oil.

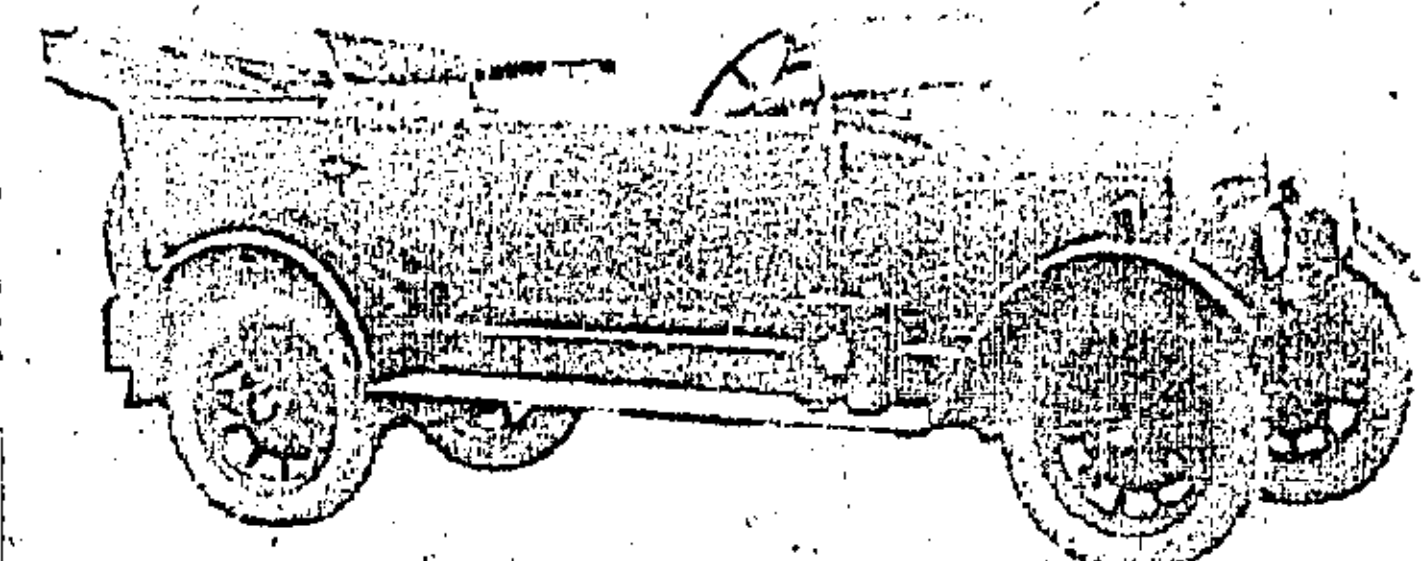
The Hills Will Tell.

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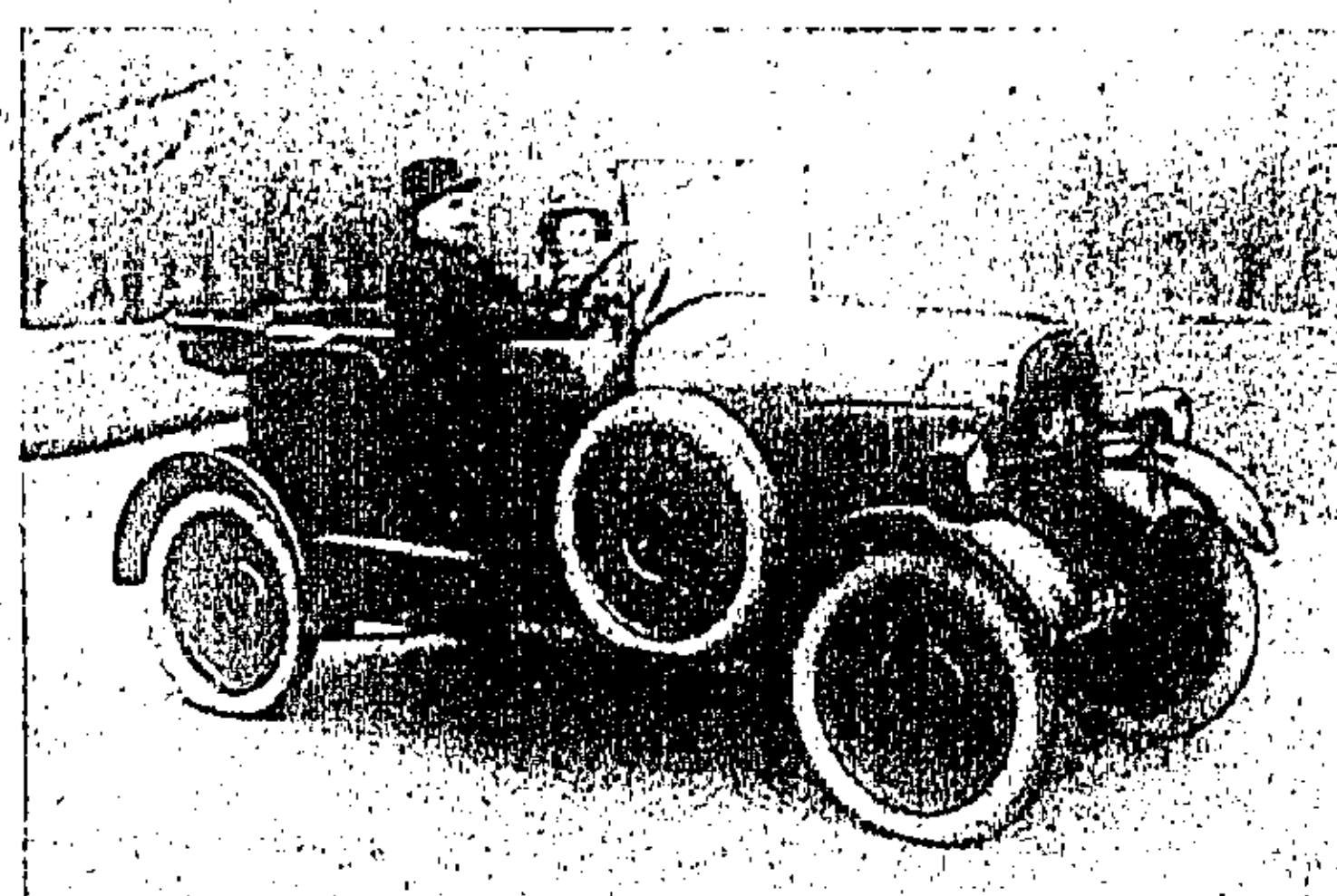
BRITAIN'S GREATEST MOTOR EXHIBITION

THREE POPULAR MODELS

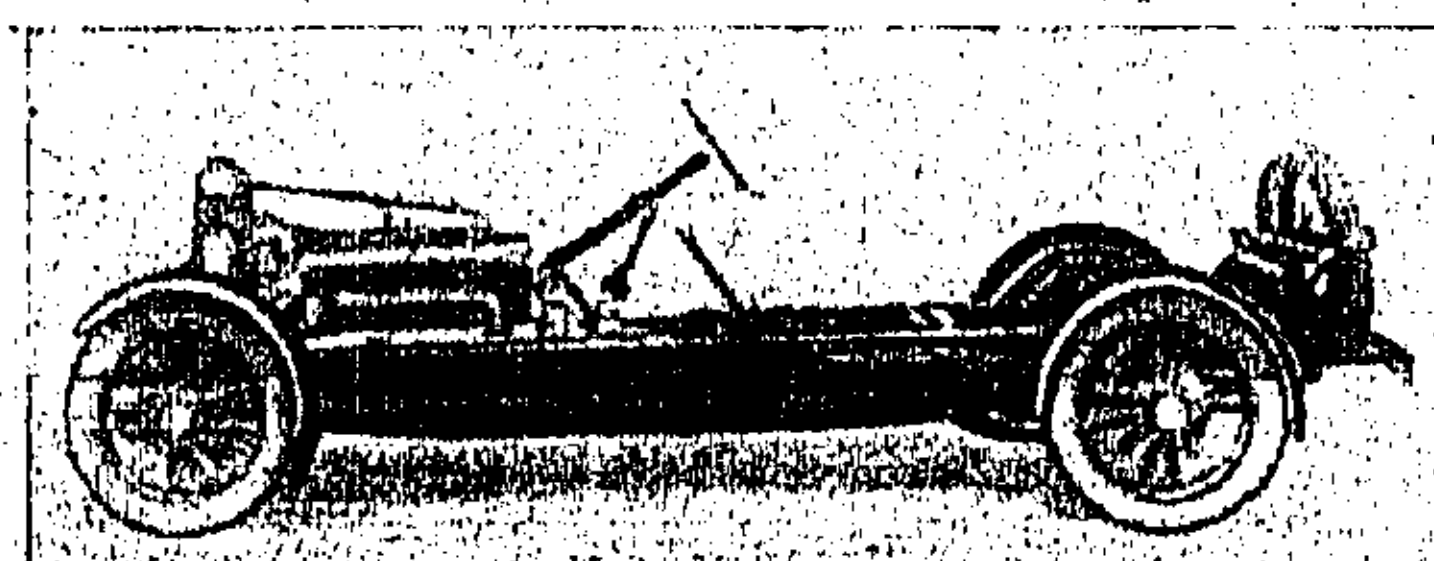
(Photos received from a special correspondent)



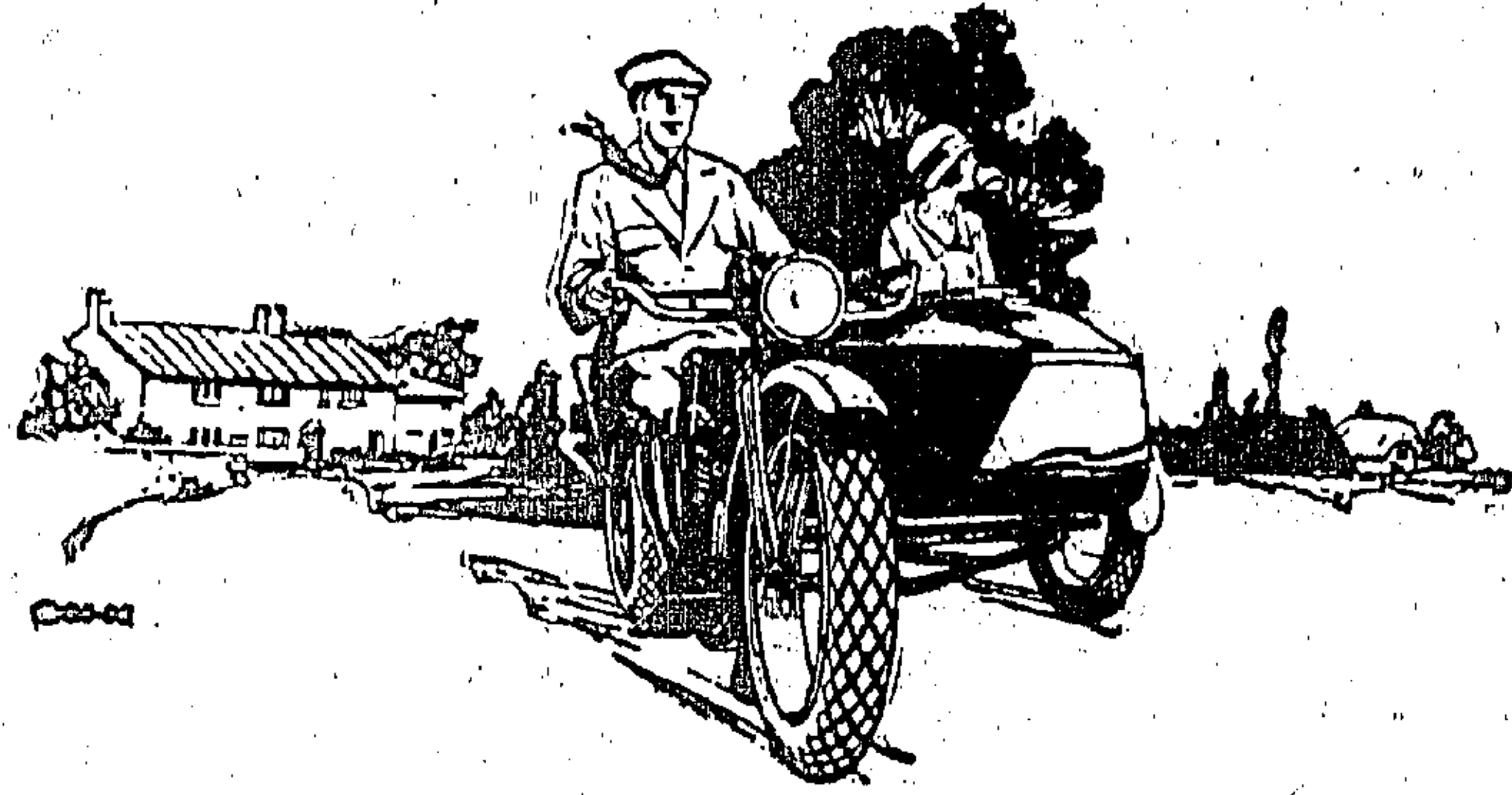
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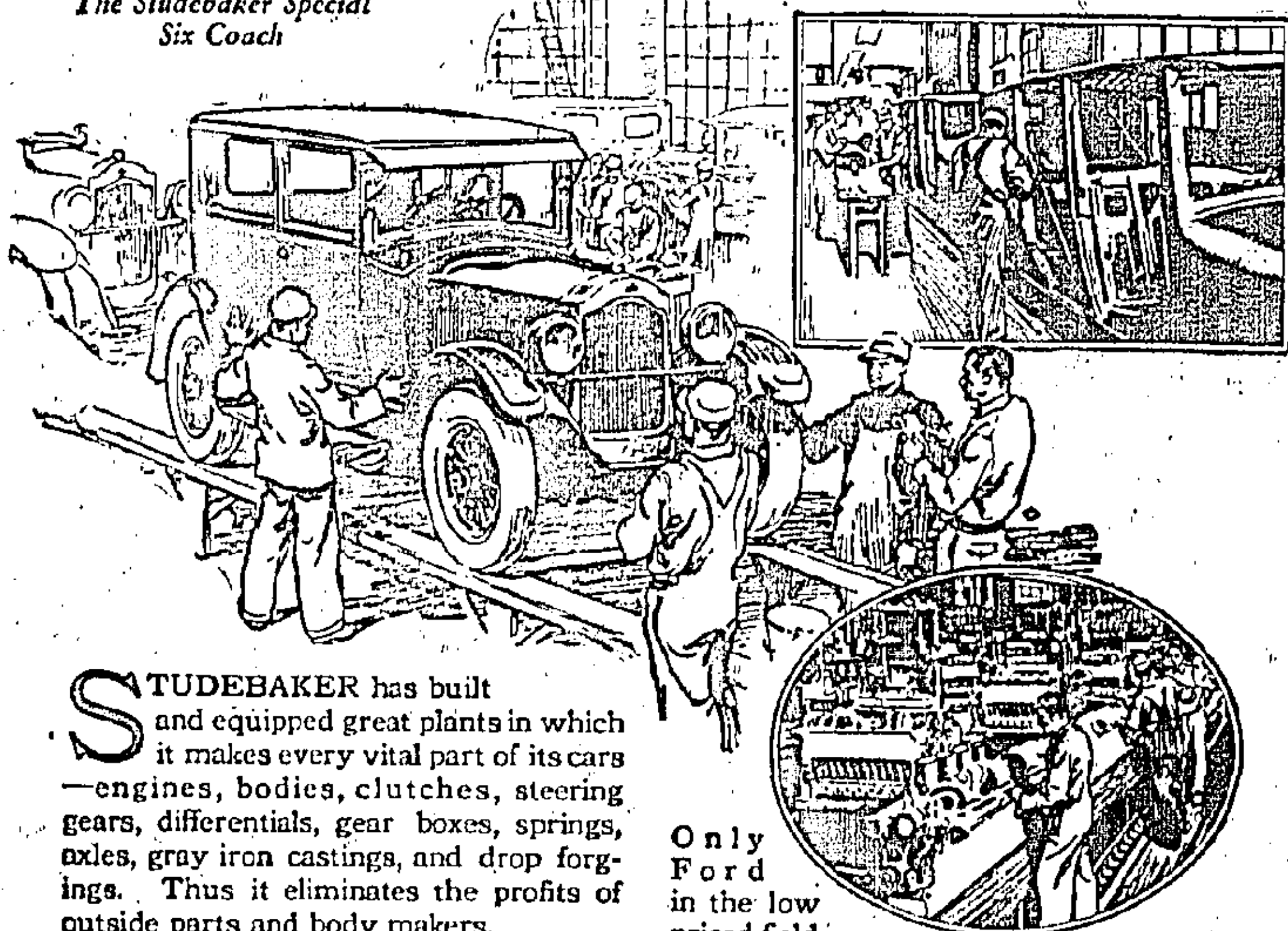
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MOTOR EXPORTS GAIN.
Motor exports from the United States have increased over 50 per cent. since last year. The greatest increases in shipments were to Cuba, Spain, Italy and Denmark.

DURANT IN AGAIN.

Cliff Durant, millionaire racing driver, is going to take part in the coming races at the Indianapolis Speedway. He had announced his retirement from the track last year.

BACK TO STORM.

If you happen to be caught in a driving rain storm and are forced to stop, turn the car so that the back of it is to the wind. This will avoid wetting of the coil and other electric equipment.

THE PLAIN MAN AND HIS CAR.

(Continued from Page 1.)

wheels it carries revolve idly. When the indirect gears are in use (and all gears, including "reverse," but "4th" are indirect) the Gearbox Secondary Shaft is an important transmitting unit because it is clear that only by taking the drive from small pinions to larger wheels can the necessary speed ratios be obtained; and this necessitates having a "secondary" shaft parallel to the main line of drive. When the drive returns to its original line, which is the fore and aft centre line of the car, the mechanical leverage has been increased at the expense of a reduction in speed.

It is useful to know the path taken by the drive when the gear control lever is in its different positions. With the four-speed gear box shown in the drawing the path followed by the drive is as set out below:—

4th speed (direct gear): direct speed pinion A to wheel E. Teeth cut internally on E slide over a portion of the teeth on A and the two rotate as one wheel. Thus the Clutchshaft and the Gearbox Main Shaft run at one and the same speed. All other pinions and wheels in the gear box revolve idly.

3rd speed: direct speed pinion A to direct gear wheel D and wheel F to wheel E. E is made to slide along the Gearbox Main Shaft until its teeth (external) mesh with those of F. The Gearbox Main Shaft rotates at a speed differing from that of the Clutchshaft by the ratio in size of the four wheels.

2nd speed: direct speed pinion A to direct gear wheel D and wheel G to the smaller of the wheels H. E is disengaged from F by bringing the gear control lever into "neutral" which slides E along the Gearbox Main Shaft; and after the gear control lever has passed through the "gate" it slides H into engagement with G as it passes into "2nd speed" position.

1st speed: direct speed pinion A to direct gear wheel D and wheel J to the larger of the wheels H. The unit H is disengaged from G and is made to slide into mesh with J.

Reverse speed: direct speed pinion A to direct gear wheel D, reverse pinion L to wheel K, and thence to the larger of the wheels H. There are five (an odd number of) wheels in this drive and the direction of rotation is therefore altered. The teeth of the larger of the wheels H (the same wheel as that employed in the last stage of 1st speed drive) are made to slide completely through the teeth of J until they

GASOLINE TAXES.

BIG INCOME IN UNITED STATES.

Motorists in the United States paid nearly \$80,000,000 in gasoline taxes in 1924, reports the U. S. Bureau of Public Roads.

All this was used or is available largely for road maintenance and construction.

This amount came from 35 states and the District of Columbia, which impose gasoline taxes on motor vehicles. The tax ranges from one to four cents a gallon.

Although 35 states impose a gasoline tax, it affects only about half the motor vehicles, since several of the states that are out of this group have large automobile registrations.

The amount paid annually by the average motorist where the tax is collected is \$10.30 a vehicle.

IN FRENCH RACES.

American drivers are expected to participate in the French Grand Prix near Paris on July 26. Seventeen drivers of different nationalities have already entered.

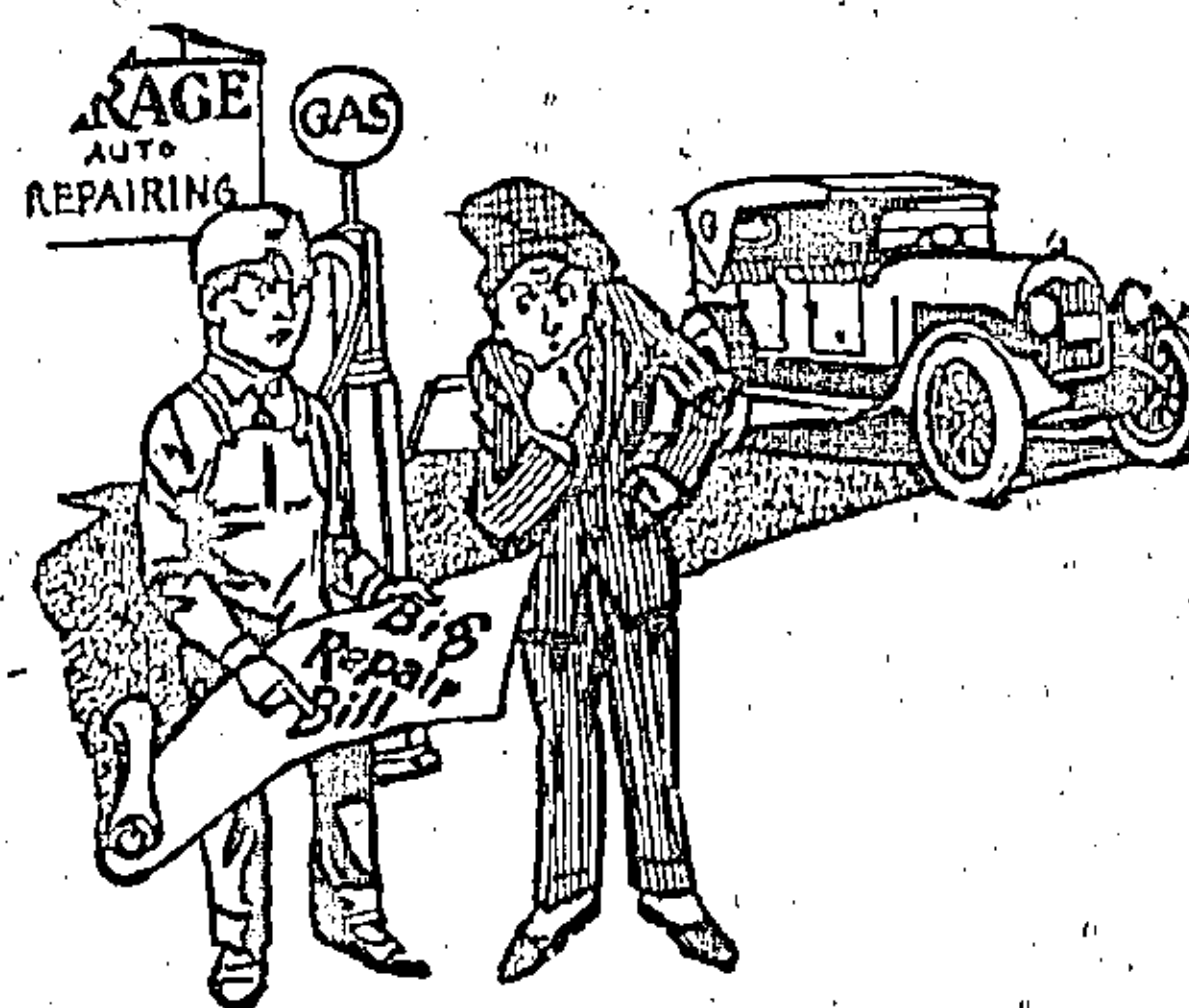
mesh with those of K. As reverse speed is always engaged with the car stationary no damage can occur through this operation.

The type of gear box described is known as a "sliding gear" type to distinguish it from the many types of "frictional engagement" gears of which the "epicyclic" type employed on the Ford (and, in an improved but considerably more complicated form, on the Lanchester) is a notable example. The "epicyclic" type has the disadvantage that unless it is to be of most elaborate construction the provision of more than two or three "speeds" is impossible.

Other frictional gears have been used on small cars giving a great many more ratios than are available on the more common systems but their constructional features make them rather unsuitable for heavy work. The sliding gear system provides "positive" transmission of the load, without possibility of slip, on all "speeds", and although difficulty in operation by the inexpert is often a drawback, unless special extraneous devices are employed to facilitate gear changing, practice goes a long way towards meeting this objection, and gear-boxes of the usual type do what is required of them very satisfactorily.

The method of operating the gears in a sliding gear type of gear box, and the points to be remembered if quiet gear changing is to be achieved, will be dealt with in my next article.

(To be continued.)



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— better let us take care of your car regularly. By keeping every part of the mechanism in perfect working condition we largely eliminate the bigger troubles—don't give them a chance to develop.

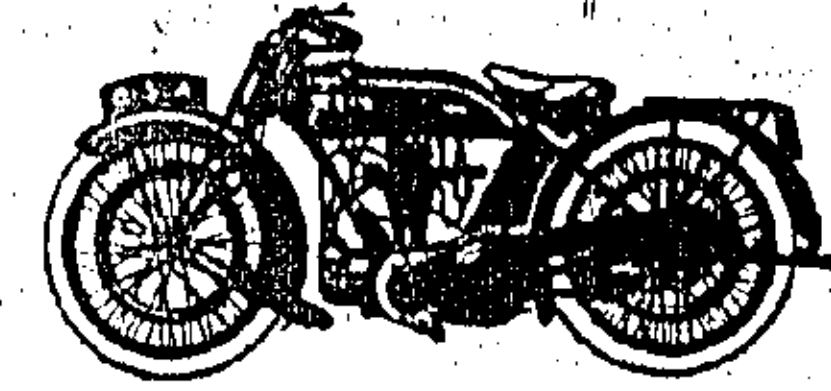
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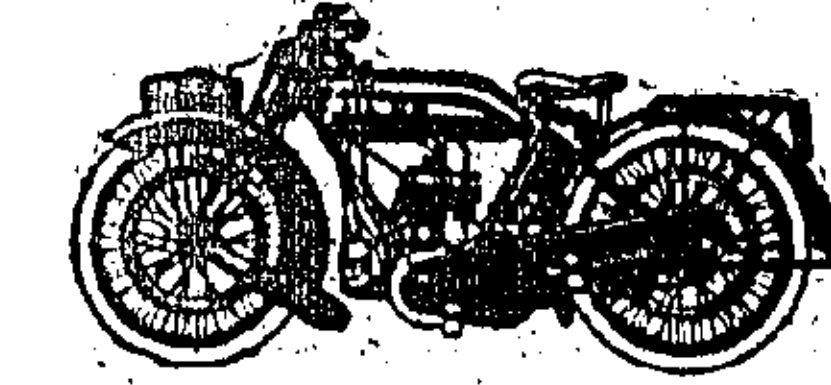
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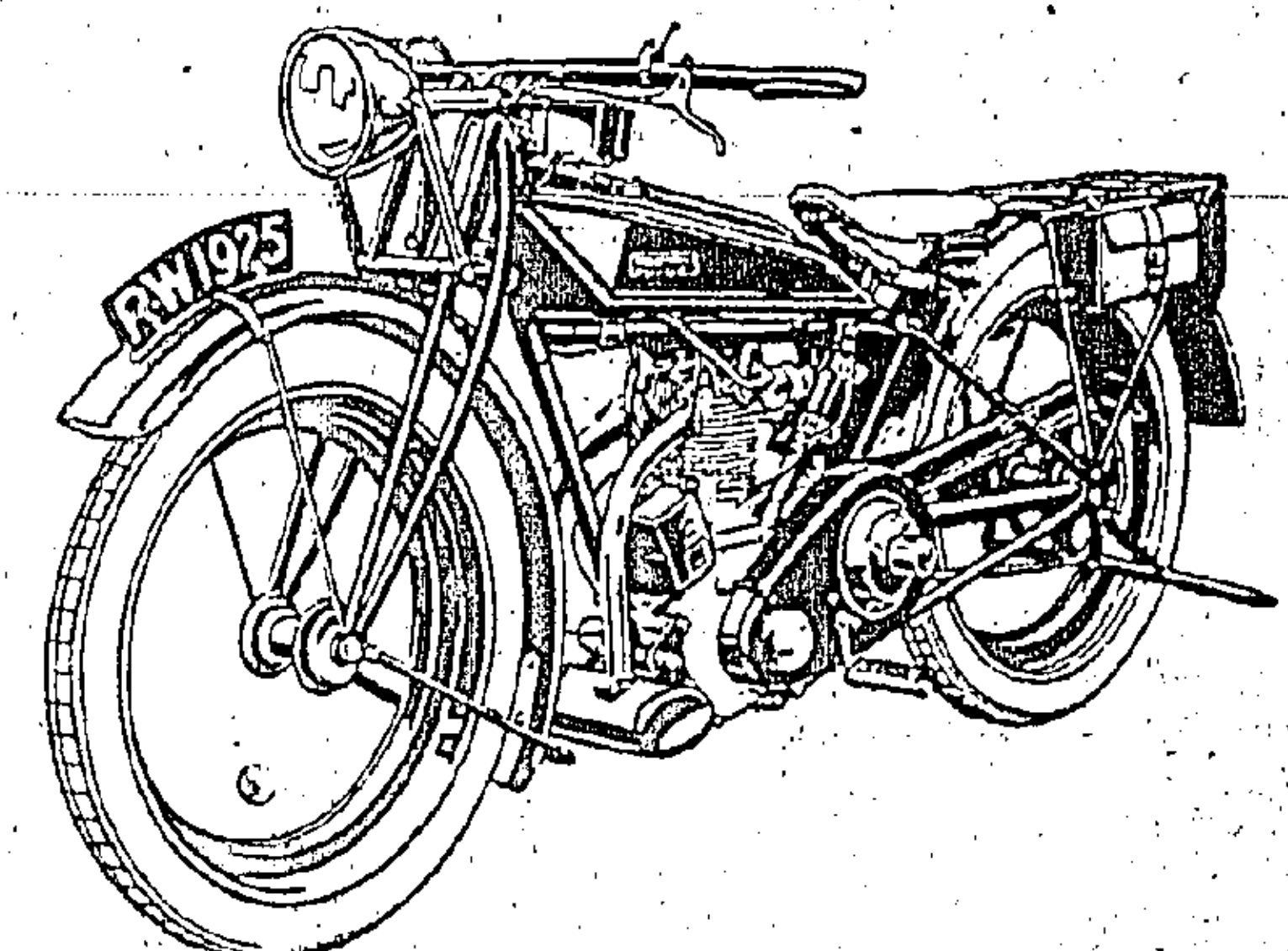
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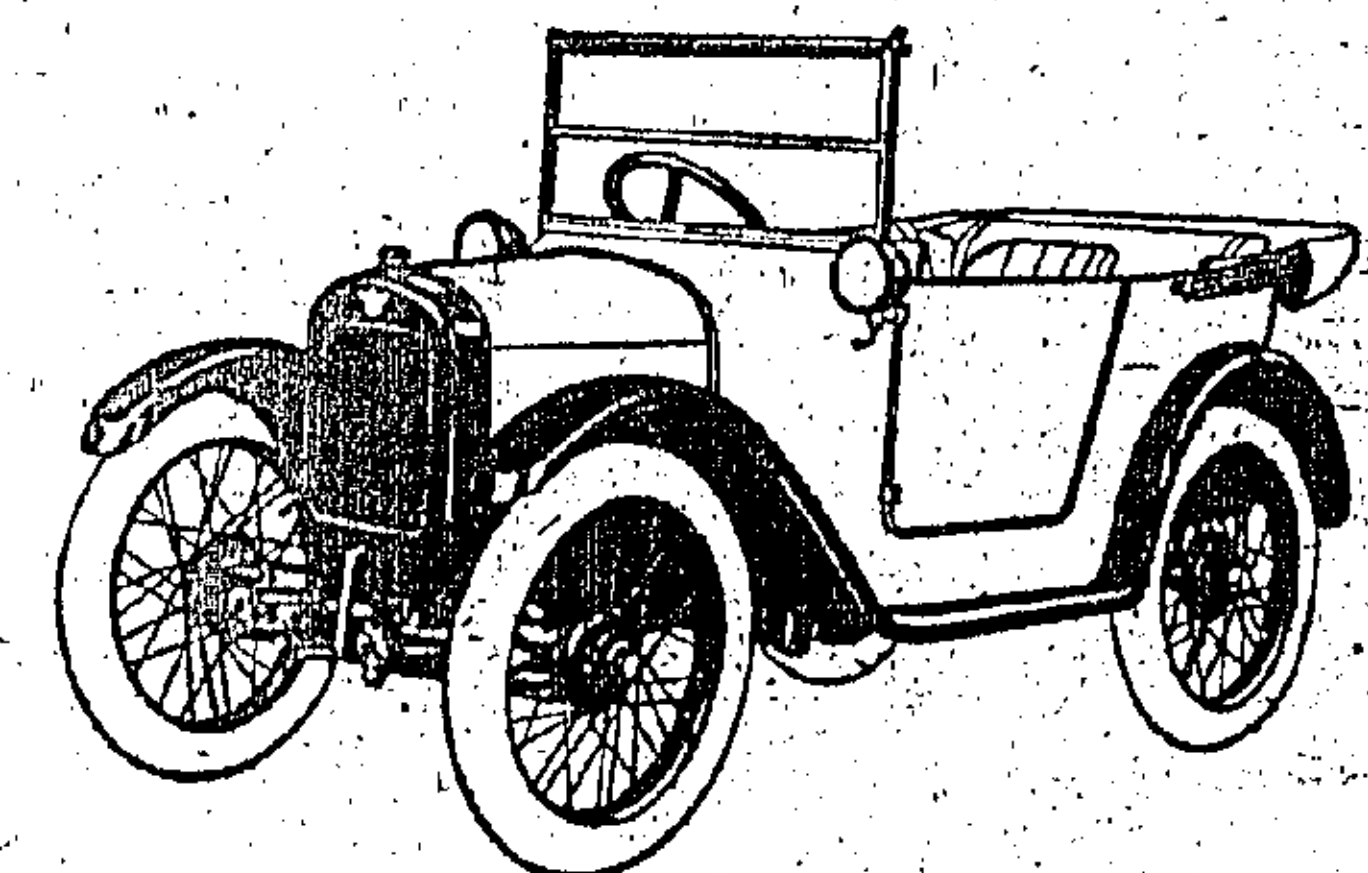
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An accommodating little fellow is the "AUSTIN SEVEN," takes you anywhere any time. Ideal for small families. Those who have one know the joy to be derived. See them on the streets everywhere, like ants—small, but so strong.

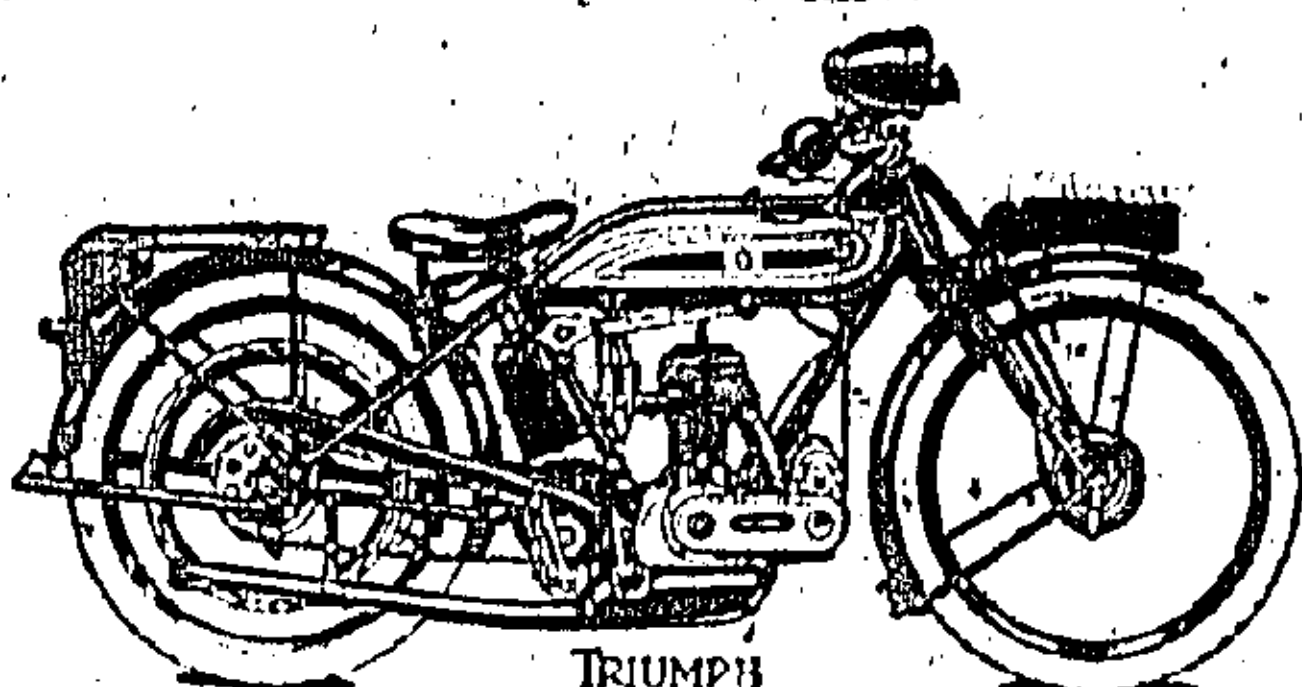
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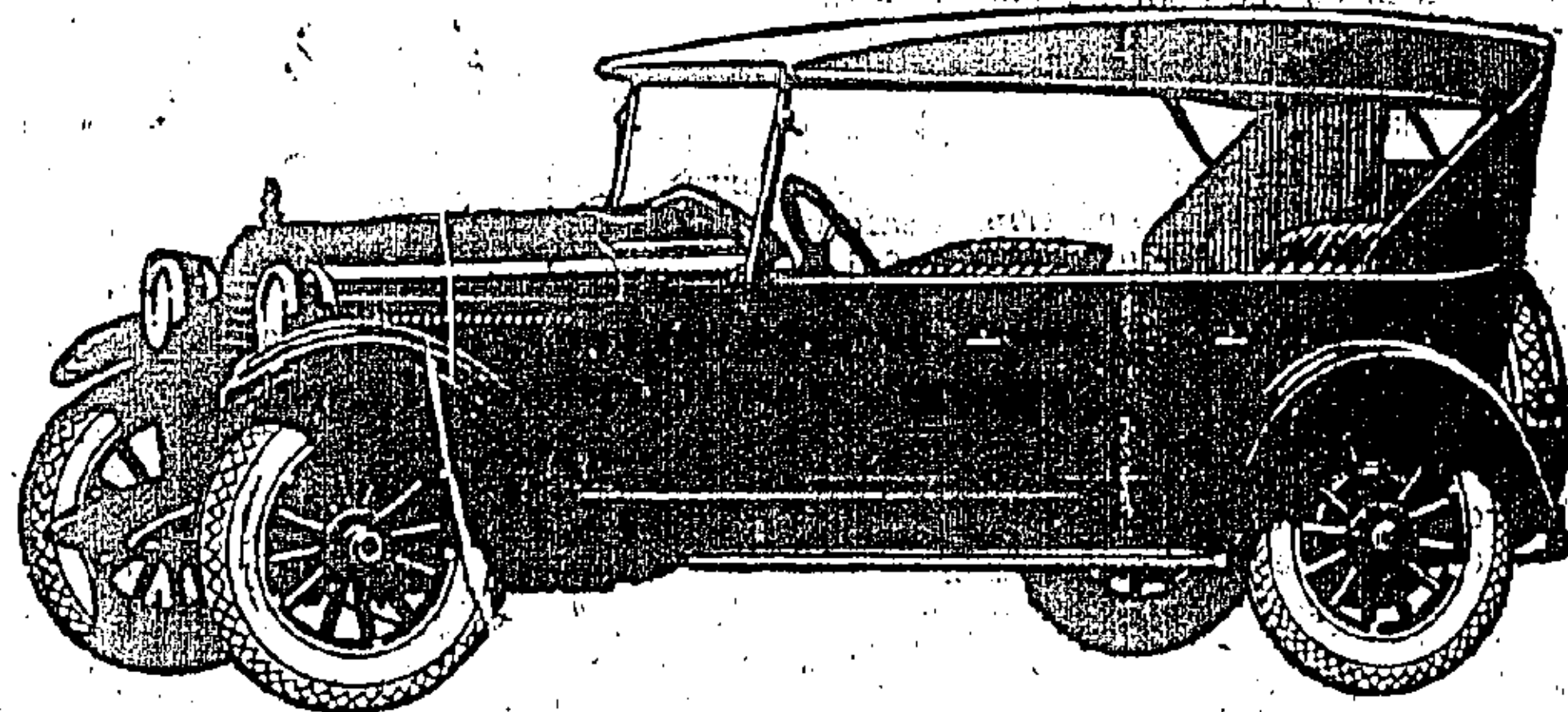
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The ESSEX-a SIX

Built by Hudson Under Hudson Patents



GENUINE BALLOON TIRES

Give Greater Riding Ease, Braking Efficiency—Shock Protection

With all the old-time Essex qualities of performance and reliability, you now get: Full size, genuine balloon tires—Added beauty and distinction—Easier riding—Easier steering—Almost double braking efficiency.

Naturally when balloon tires had established their superiority Essex would adopt them. They are now standard equipment. They add an even greater measure of riding ease, steadiness and good looks to the notable values of

the Coach. With the advanced system of spring suspension and low center of gravity, safe, comfortable travel is assured on all roads and at all speeds.

The Essex Six is built by Hudson under Hudson patents. Thus it is the product of the famous 6-cylinder experience of the sixth largest builder of motor cars in the world. It alone shares the advantages of design and construction for which the Hudson Super-Six is celebrated.

THE DRAGON MOTOR CAR CO.,
LIMITED
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LOS ANGELES TO NEW YORK.

Came Across Continent in Motor Boat



Completing all but the last lap of their trip from Los Angeles to New York—across the whole continent—in an eighteen foot long motor boat, two Americans, John Edwin Hoag and Frank S. Wilton, not to mention Spy-Wapato, their dog, arrived recently in Montreal and stayed for a day or two before proceeding to New York.

The entire distance was covered by water with the exception of one portage of 400 miles from Cello Falls, Washington to Fort Benton, Montana. Their boat the "Transcontinental" is an 18-foot craft, 5 feet abeam, and powered with two four horse power Evinrude outboard motors. They left Astoria, Oregon, May 20, after having their boat shipped up the coast from Los Angeles. The route was via the Columbia River from its mouth to Cello Falls where the boat was loaded into a box car and sent on 400 miles to Fort Benton where the journey was resumed down the Missouri River for 2,280 miles into the Mississippi to St. Louis, then up the Mississippi to the Illinois River as far as Ottawa, Illinois; through the Illinois and Michigan Canal to Joliet, Illinois, and through the Chicago Drainage Canal into Lake Michigan. From here the voyage was plain sailing to Montreal, where they landed at the Canadian Pacific Pier No. 8, having moored their boat alongside the "Montcalm."

Messrs. Hoag and Wilton followed in reverse direction the course of the early explorers, Columbus, Hendryk Hudson, Champlain, Cartier and La Salle. Their mishaps commenced early when, in the Columbia River they ran aground of a sunken log which tore the stern out of their boat. After this misadventure, which they finally weathered safely, they had comparatively no bad luck, except for the tornadoes, heavy storms and risky runs down little-known rapids, which might naturally be expected.

Their adventure is unique, the only attempt previously made being about 18 years ago when a similar expedition ended at Bismarck, North Dakota, after traversing the same route. Then, however, the adventurers were so held up by adverse conditions that they were captured by natives and their boats were crushed in the ice.

SPEED GAINS LITTLE.

It's hardly worth while to speed, finds the Automobile Club of Southern California, after several tests. Tests were made in trying to gain time and in complying with speed laws. The former method gained only five minutes in an hour's driving.

AUTO INDUSTRY LEADS

The auto industry, including the value of highways, employments of men, and the money spent by motorists is now placed ahead of the railways as the greatest American industry.

ROAD CONFERENCE.

IMPORTANT EVENT IN ITALY.

Construction and maintenance of highways will take second place in the consideration of the International Road Congress to be held in Milan, Italy, next year.

Already representatives of the various countries making up this body are planning to make the question of traffic paramount in its deliberations.

A programme has already been arranged for this congress, and steps have been taken to collect the world's treasure of interesting and helpful information on the subject of traffic.

In this work, up to the time of the meeting, a census of traffic conditions and problems will be made in every country. On this census, it is expected, a basic law will be approved by the congress for adoption in each participating country, so as to bring about a more uniform regulation of auto traffic, especially in neighbouring countries.

Development and planning of towns will be another important consideration during the meeting. Reports will be received on the successes or failures in planning localities for the control of traffic, and on these some fundamental traffic code will be attempted.

Another important question under discussion will concern the maintenance of special roads for motor traffic alone. In this discussion will enter the matter of conditions that justify construction of such roads, what authorities would be needed for their initiation and construction, financial arrangements, contributions from public funds, the matter of tolls, rules for traffic circulation and exploitation, relationship and connection between motor roads and other highways in the interests of safety and the continuity of traffic generally.

Highway construction and maintenance will be the other general subject considered by the congress.

USED CAR CAMPAIGN.

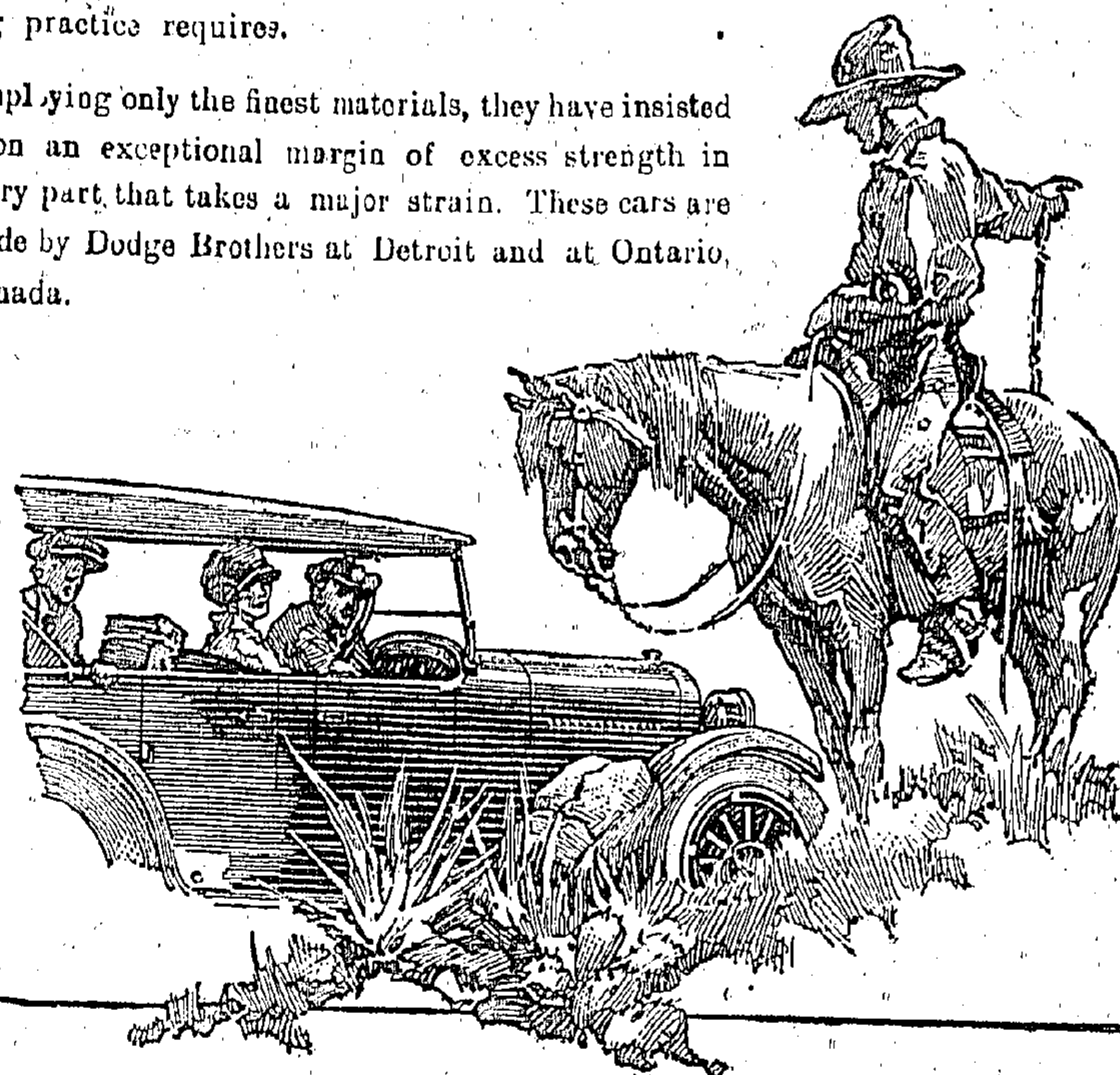
Motorists are going to be taught how to buy used cars. The National Automobile Dealers' Association is beginning an extensive campaign to educate its members and the public in the proper purchasing and selling of used cars.

SOUND VALUE

Day in and day out, in all parts of the world, Dodge Brothers Motor Car serves its owners faithfully and at low cost.

This is because Dodge Brothers have consistently built their product more staunchly than strict manufacturing practice requires.

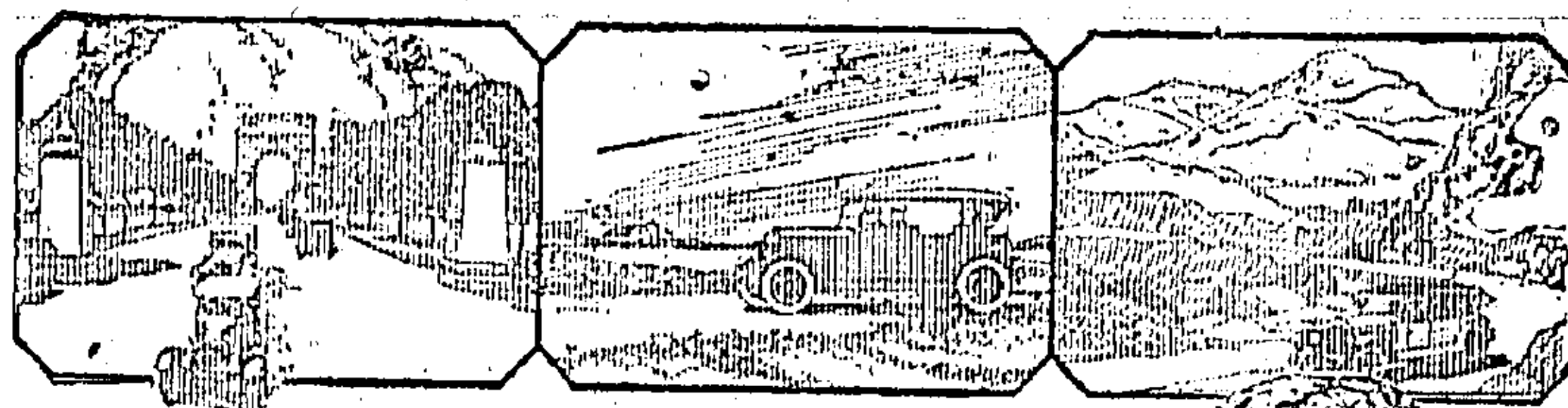
Employing only the finest materials, they have insisted upon an exceptional margin of excess strength in every part that takes a major strain. These cars are made by Dodge Brothers at Detroit and at Ontario, Canada.



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Most miles for the money under all conditions in the record they have established everywhere. The greater volume of air protects the car, and the tread holds it true to any road.

Building facts about Firestone are interesting, let us explain them.

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Firestone

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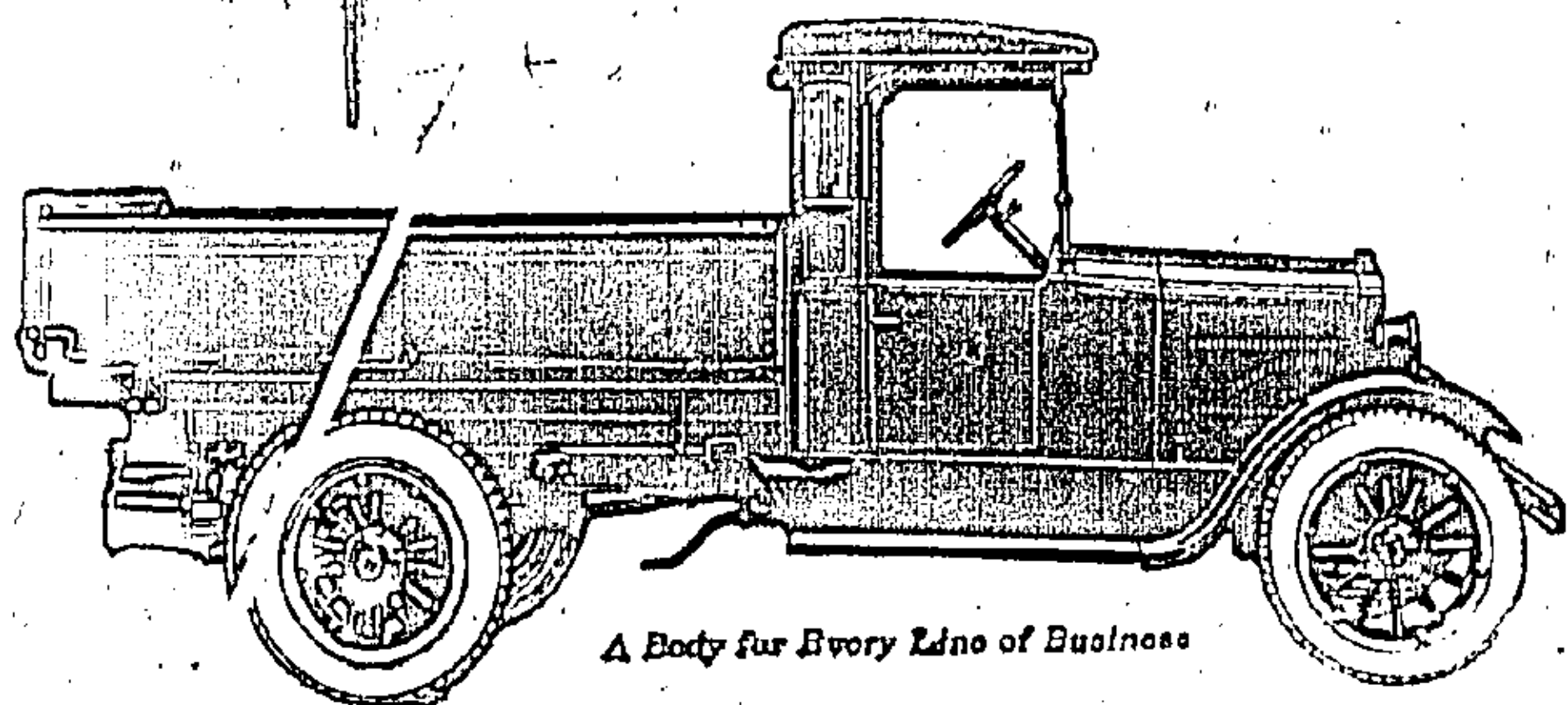


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LBM 158" W. B.	\$1,395
PASSENGER BUS CHASSIS:	
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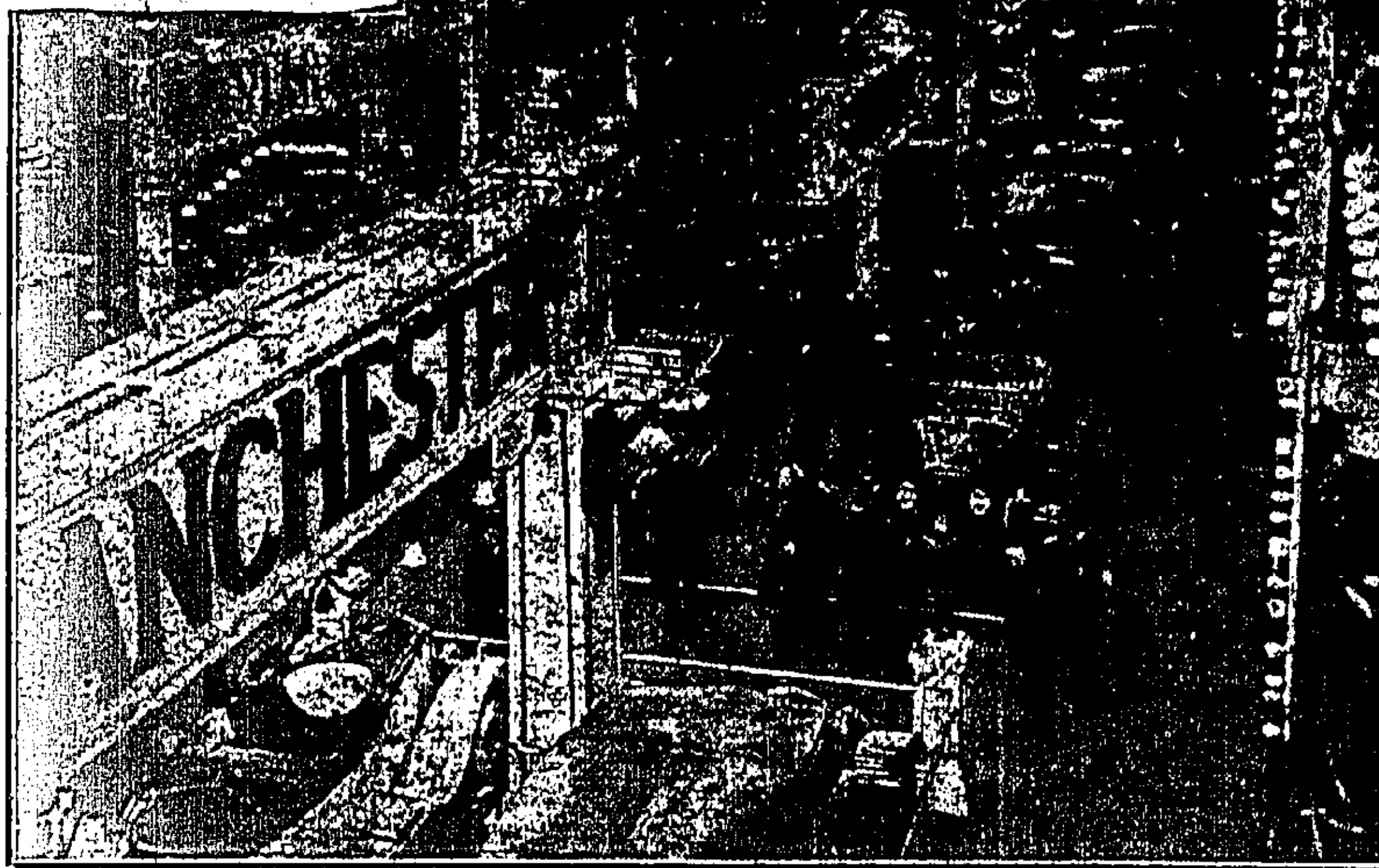
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THE MOTOR SHOW AT LONDON.

A Triumph for the British Industry.

(Being the first part of a special report to "The Hongkong Telegraph".)

A busy corner at this year's record Motor Show at Olympia ("Times" copyright photograph).



A few years ago the British Motor Industry had the utmost difficulty in holding its own, even in the home market. Under such circumstances, the development of a substantial export trade was too much to hope. Now, however, the position is very different. At this year's Show, which may be fairly stated to be the most representative ever held in any country, the popularity of the leading British cars compared with that of their foreign competitors is obvious. Tremendous business has already been done by British makers and, if one may judge by the varying density of the groups round different stands, the ascendancy of the British industry is beyond doubt.

Fortunately, the recapture of the home market is not being achieved by any neglect of the potential overseas buyer. On the contrary, there is a general tendency to increase dimensions so as to give a standard wheel track of about 4 feet 8 inches and ample ground clearance and, at the same time, to increase engine power and to fit gear boxes providing four forward speeds.

Naturally, the dimensions of light cars cannot be such as to provide the standard wheel track. The light car, however, appeals from a different standpoint and its appeal grows yearly wider as the roads of the Overseas Empire are improved and the road systems enlarged. The success of the British light car is due to its reliability and its extreme economy in operation, to which may now be coupled its attractive selling price. In fact, if one were asked to name the outstanding feature of this year's Show, the verdict would certainly be "value for money". The Show contains so much of interest that it is impossible to review it completely in a single report of moderate length, consequently this article will deal only with a portion of the exhibits. The range of prices of the cars exhibited varies from something over £3,000 down to £125. It is proposed to start by reviewing the more expensive types, leaving the light cars and certain very interesting accessory exhibits for review in the second portion of the report.

Maximum and Minimum Prices.
In the construction of cars "de Luxe", the British industry has always been in the forefront, the name of Rolls-Royce being used throughout the world as a symbol of the highest possible quality. At this Show the Rolls-Royce exhibit is particularly interesting, the 40/50 h.p. "New Phantom" being shown for the first time, and the 20 h.p. model also making its first appearance at any exhibition, with its improved equipment, including the Rolls-Royce six brakes system, the four-speed gear box and the right-hand gear change.

Probably the most highly priced and certainly one of the most beautiful cars in the Exhibition was a 40/50 h.p. Rolls-Royce with

a Hooper patent enclosed limousine body, providing luxurious accommodation for six, upholstered in blue leather and grey cloth, toning beautifully with the polished burr walnut panels of the interior and glazed throughout with Triplex safety glass.

To turn for a moment to the opposite end of the scale, the lowest priced car exhibited was the 10 h.p. Trojan utility vehicle selling, on solid tyres, at the home price of £125, an extra £5 being charged if pneumatics are fitted. These are not really necessary because of the extraordinary efficiency of the springing. The latest model of Trojan, which has a longer chassis than the standard model, provided a roomy and substantial four-seater car on pneumatics at a price of less than £150.

New Six-Cylinder Cars.

The new six-cylinder Bentley is a really beautiful job. Its standard finish is superb and it is full of ingenious points of design. It should go far towards killing what is left of foreign competition in the sphere of the "de Luxe" car of the class that appeals to those who want high speed and exceptional acceleration in addition to absolute comfort. The engine has four overhead valves to each cylinder, the overhead camshaft being driven by three spring-loaded coupling rods in conjunction with a single plain spur pinion reduction gear. Ignition is by two magnets with Vernier adjustment and driven by cross shaft from the camshaft. Cooling is by pump with thermostat control, and lubrication is on the high pressure system. The clutch is of the single plate type and the gear box gives four speeds. Four-wheel brakes are, of course, provided, and chassis lubrication is on the grease gun principle.

Among the new six-cylinder models the 25/70 h.p. Vauxhall stands out for many reasons. In particular, the single sleeve valves are of practical as well as of theoretical interest. The design is such that the valves have a rotary motion and the shape of the combustion chamber is exceptionally perfect. The result is an engine capable of a very high rate of revolution with extremely smooth running throughout the range. The crankshaft has ten bearings and the connecting rods are of light duralumin stampings. The four-wheel brakes on this chassis are hydraulically operated and have automatic adjustment. The front axle is bored out from solid steel stampings, giving immense strength to withstand braking stresses.

A "Straight Eight".
From an analysis of the trend of design made by "The Autocar" as the result of studying upwards of three hundred different models, it appears that of the cars examined 65% have four-cylinder engines, 6% have six-cylinder engines, while eight-cylinder engines figure at 5%. Of these last

the greatest interest attaches to the 30/90 h.p. "Straight Eight" model just produced by the Sunbeam Company. The purpose is to provide a Sunbeam chassis capable of carrying larger coachwork than the 20/60 h.p. model. The new chassis is made with two lengths of wheelbase, the longer being 12 feet 3 inches. A landaulet on this chassis was almost certainly the largest and most commodious, and certainly one of the most handsome exhibits at the Show.

Detail Improvements.

In the Daimler range there are few mechanical changes, but improvements have been made in respect of the sleeve valves and the lubrication system. Both magneto and coil ignition are standard, the dual system employing a single plug in each cylinder. In bodywork the Daimler Company have introduced a closed car with metal panels for the lower portion and fabric panels above, the result being to give the rigidity of the ordinary saloon with a fair measure of the lightness of the Weymann type of body.

In the Wolseley range considerable improvements have been made in the 16/35 h.p. model. A single plate clutch takes the place of the cone clutch and a four-speed gear box is now fitted. Four-wheel brakes are, of course, provided. No important changes have been made in the 24/65 h.p. six-cylinder chassis, which is marketed as an open car, a landaulet or a saloon limousine.

Without exactly introducing new models, Armstrong Siddeley Motors show new editions of their former models, known as Mark II. Points about the complete cars are that the firm is making a determined effort to extend the use of Triplex safety glass and of cellulose body finish, the former on account of safety and on the latter because of its splendid wearing qualities. The 30 h.p. six-cylinder Mark II car has a newly designed engine of very clean construction. The 18 h.p. six-cylinder model also makes its appearance with a new engine. In both cases an interesting point of design is the ingenious manner in which the overhead rockers and push rods are lubricated. Other features of the chassis are the exceptional size of the front wheel brakes and the method of adjusting the rear cantilever springs to suit varying loads.

Only very trifling changes have been made in the more powerful Humber models, the one point worth noting being the introduction of the Autorum greasery system of lubrication in the 12/25 h.p. chassis. So far as bodywork is concerned, the Humber all-weather equipment is exceptionally efficient and easy to manipulate.

The Standard Wheel Track.
Two new models of Star cars have been introduced for 1926. One has a four-cylinder 14/40 h.p. engine and the other a six-cylinder 20/60 h.p. engine, but in many

respects the chassis are similar. In both cases the standard wheel track of 4 feet 8 inches has been adopted and both chassis have ground clearance of 9 to 9½ inches. Water circulation is by pump, the gear box gives four forward speeds, the clutch is of the single dry plate type, the four-wheel brakes are on the Lanchester system and the wheels are of the steel spoked variety.

The principal change in the Arrol-Johnston programme is the adoption of an admirably designed overhead valve engine. Instead of using one stiff spring to provide for the return of the valve, the push rod, the rocker and the tappet, the mechanism is separated in this engine, the valves having springs of normal strength while additional springs at the foot of the push rod ensure the return of the tappet to the camshaft. The result is the elimination of noise and a great reduction in wear as compared with the ordinary run of overhead valve engines. Further, to ensure silence, the whole of the valve rocking gear is totally enclosed in a sound-proof casing. The "Dominion" model Arrol-Johnston is another of the rapidly growing group of British cars in which the standard wheel track has been adopted.

More New Models.

The 10/24 h.p. Singer has been so uniformly successful that motorists throughout the world will welcome the introduction of a new six-cylinder Singer model. The firm's idea has been to produce a comfortable six-cylinder saloon car of ample size, to sell at home at a figure round about £375. The engine is rated at 14/34 h.p. and in general design the chassis is somewhat similar to the smaller model.

The main change in the Rover programme is the introduction of the new "Super" model of the four-cylinder 9/20 h.p. car. The chassis has been re-designed to give a much wider frame. Four-wheel brakes on the Rubury system are fitted and the front springs are semi-elliptic. In general appearance the new model follows closely on the graceful lines of the 14/45 h.p. Rover, which has only undergone very slight modifications.

An entirely new and very interesting two-litre car is the Hillman "Fourteen" which has been designed after very thorough examination of overseas requirements. The engine gives 35 h.p. at normal speed and a four-speed gear box is provided. The road performance of this car under adverse conditions is extremely satisfactory. Export business in the new Hillman is entirely in the hands of Messrs. Rootes Limited, of New Bond Street, London, who have representatives touring the world and are open to receive enquiries in respect of territory not yet represented.

The six-cylinder model of the A.C. has not undergone any material alterations, but the four-cylinder 12/24 h.p. model has been improved in many respects. The dynamo is now accessible placed at a high level out of the reach of mud and water and is positively driven by a silence chain automatically kept taut by a patent device. The starter engages at the top of the flywheel. The type of clutch employed is similar to that of the six-cylinder model. The four-door four-seater body is particularly comfortable and gives very adequate leg room.

The changes in the Bean programme are concerned almost entirely with bodywork. Thus the range of "Twelve" Beans is increased by an entirely new model saloon car of admirable appearance and thoroughly well finished and equipped, yet costing only £375 on the home market. The "Fourteen" range is the same as last year, except for minor improvements and the introduction of a new thief-proof locking device which is the first of this kind to be standardised on any make of car. It takes the form of a positive lock upon the steering column, every lock having a different key.

With the exception of the "Ascot" saloon, all the 12 h.p. and 20 h.p. Austin models are already familiar throughout the world. This new model is intended particularly for motorists who sometimes drive themselves and are sometimes driven. The central partition enables the saloon to be closed off from the driver's seat or not, according to choice.

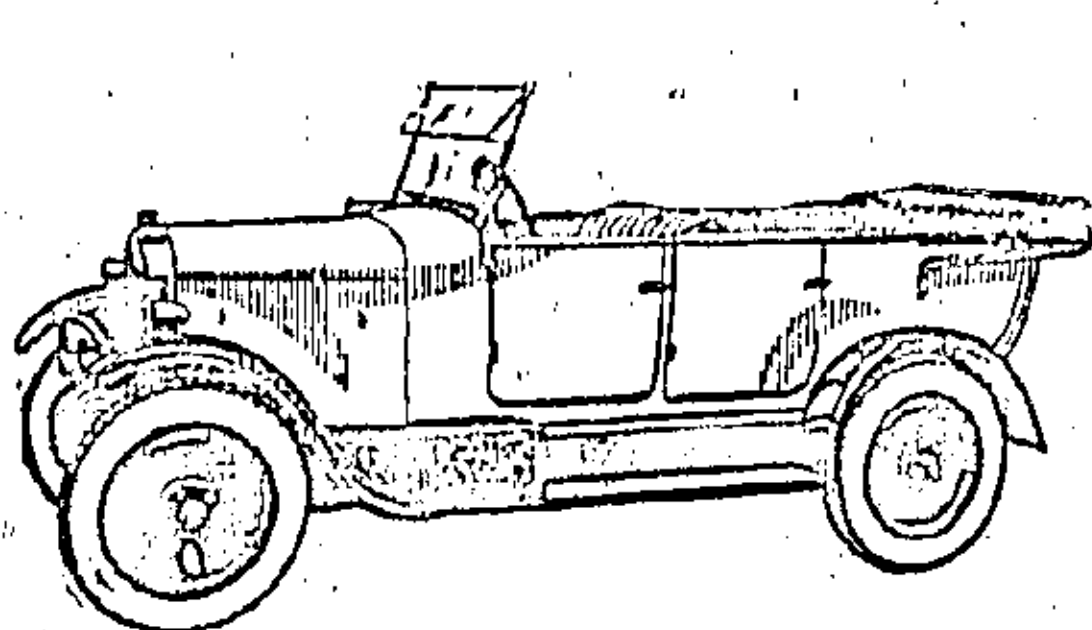
In the concluding portion of this report it is intended to deal with the lighter models of car of the type which, though still known as light cars, have proved themselves thoroughly practical vehicles for use wherever made roads are in existence.

1926

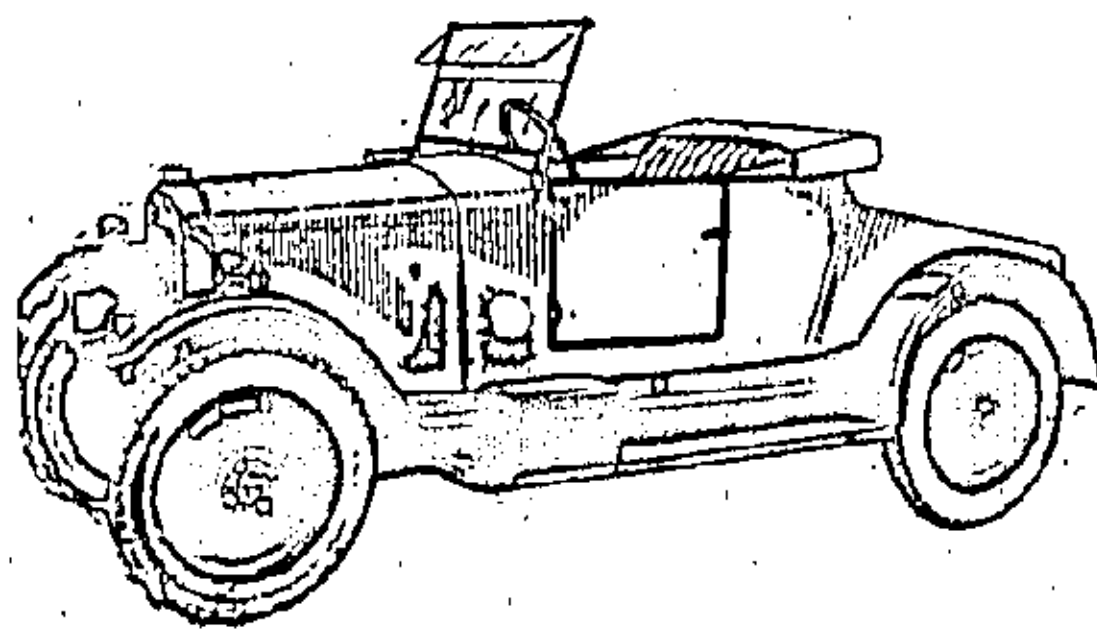
SINGER

1926

ANNOUNCEMENT



FOUR SEATER "DE LUXE"
\$2,200



TWO SEATER "DE LUXE"
\$2,200

BRITISH THROUGHOUT

OVERHEAD VALVES	PNEUMATIC UPHOLSTERY
FOUR WHEEL BRAKES	DUNLOP RE-INFORCED BALLOON TYRES
AUTOMATIC WINDSCREEN WIPER	35-40 MILES PER GALLON
COMPLETE ALL WEATHER EQUIPMENT	LARGE RADIATOR

SMART, EFFICIENT AND ECONOMICAL

"SINGER"

represents all that is best in British Light Car Engineering.

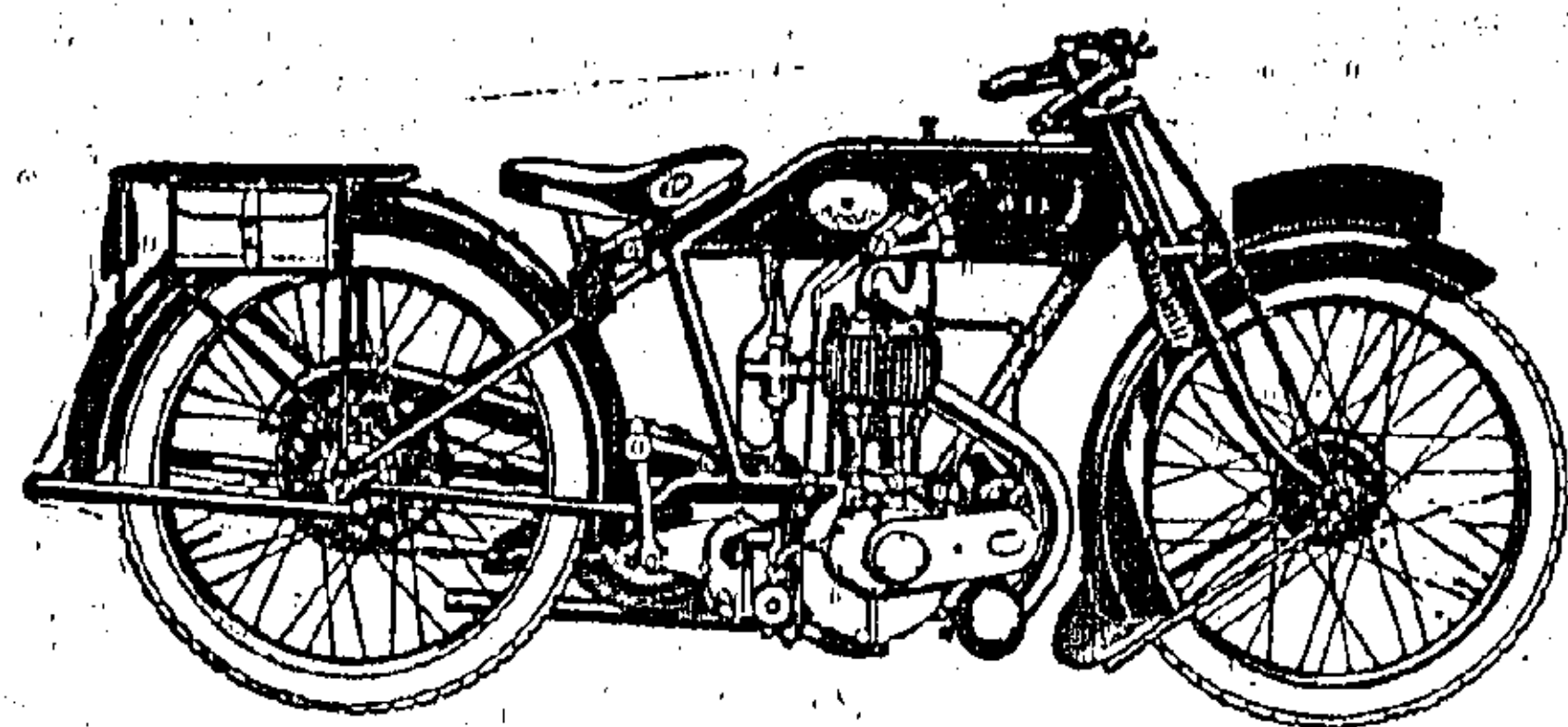
FOR FULL SPECIFICATION AND DEMONSTRATION

OF THE FEW 1926 MODELS

APPLY TO

GILMAN & CO., LTD.

HONGKONG BANK BUILDING.



THE 1926 A. J. S. "G. 5".

Both novices and experienced riders are astonished by the effortless balance of the A.J.S. 2 1/2 h.p. model, and its easy steering.

(STOCK CARRIED)

£65.0.0.**Electrically Equipped.**

SOLE AGENTS:

Alex. Ross & Co., (China), Ltd.

Saturday Afternoon Service at 1A, Chater Road.

DODGE BROS., INC.**NEW DIRECTOR OF FOREIGN SALES.**

Percy Owen, chief of the Automotive Division, Department of Commerce, Washington, will join Dodge Brothers, Inc., Detroit, on October 1st as director of foreign sales.

Announcement of Mr. Owen's appointment was made today by F. L. Sanford, general sales manager of Dodge Brothers, Inc.

Mr. Owen is known throughout the United States and abroad for his long and important activities in the automobile industry and as an official of the U. S. Department of Commerce. His entry into the automobile business dates back to 1899. For 12 years he was a dealer, branch manager, importer and eastern sales manager for Winton, Bianchi (Italian) and Chalmers cars. In 1912 he became general sales manager and director of the Chalmers Motor Car Co., Detroit. In 1915 he was vice president of the Saxon Motor Car Company and from 1916 to 1924 was president and general manager of the Liberty Motor Car Co.

ROADS UPKEEP.**"MAKE THE MOTORIST PAY."**

Make the motorist pay for highway construction and maintenance, but in return eliminate the federal excise taxes on tyres, parts and accessories.

This is the suggestion of Prof. Jacob Viner, of the University of Chicago, in the role of chairman of a special committee appointed to consider the problem of highway finance for the National Tax Association.

The new type of tax, as suggested by Prof. Viner, would not far exceed the burden automobile owners have to carry in special taxes. As revenue, the tax would not only pay for construction and maintenance of the highways, but would provide a generous amortization fund to diminish highway debts.

Special taxes on motor vehicles in 1914 amounted to only 5 per cent. of the total highway expenditures, the committee's report points out. Ten years later it had risen to 40 per cent.

Since about 40 per cent. of the highway costs are defrayed with borrowed money, the time is at hand when special auto taxes will equal and then surpass highway expenditures from current tax receipts.

Thus, Prof. Viner sees a direct and easier way to defray highway expenses, while the tax burden for motorists may be considerably relieved.

DESIGN IMPROVEMENTS.**RESEARCH ENGINEERS BUSY.**

Research, the scientific investigation of materials and phenomena for their adaptation to practical use, is what has developed the automobile to the point of efficiency it boasts to-day.

Last year's improvements, and those just brought out this year, reflect the work research engineers have been doing in the automotive field. Yet, to the engineers as a group, there is still so much more research and improvement to be done in this line that the automobile can still be regarded as far from perfect.

Several of the new car models are out with oil cleaners, to remove impurities from the crankcase oil while it is in use. Some cars have air cleaners to prevent the entrance of dust with the air. Others are equipped with hot spot manifolds to help vaporize the fuel more thoroughly before it enters the cylinders, particularly at low loads.

These show the tendency of designers toward the ideal of perfection by improvement of the slightest details.

Great improvement in design has been made to produce better combustion. Engineers have sought the solution to this problem by improving the carburetor, others by perfecting the manifold design and still others by changing the location of the spark plug.

Mud Used for Oil.

All these improvements are the practical expression of extensive research work that has been going on in the automotive field. One of the greatest problems still under investigation is that of proper lubrication.

According to H. L. Horning, Waukesha, Wis., automotive engineer, we have been lubricating the engine with mud! That is, a mixture of oil and foreign matter, which has made it all the more marvelous that we have been able to run engines as long as some of them do.

In the next year or two, says Horning, however, most automobile manufacturers will have installed some sort of oil cleaner so that the cylinders may get comparatively fresh oil thrown into them. Similar improvements are foreseen in chassis lubrication.

Riding Quality a Problem.

When the balloon tire came in, the engineers began investigation of automobile riding quality, with the study of vibration and its causes. It has brought about new and better ways of mounting the engine, to isolate engine vibrations.

Even the finish of the car body has had its share of thorough automotive research, so that we are now getting much finer and more durable coverings than heretofore. The promise of all this research work of the automobile owner is a better car year after year, better and easier riding and at the same or even lower cost, both in original outlay and in maintenance.

NEW AIR ENGINES.**LACK SPARK PLUGS.**

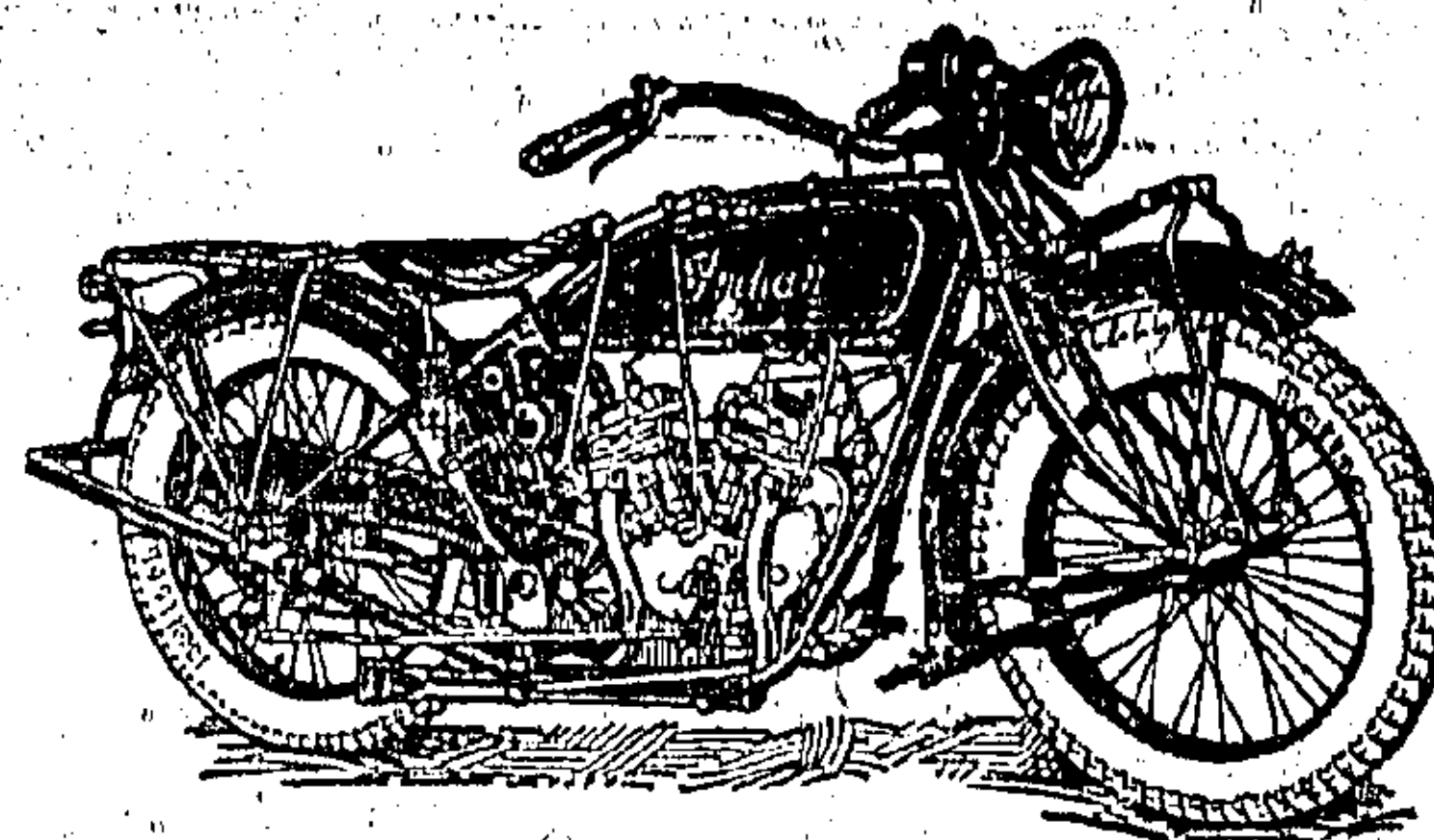
A new type of airplane engine, running on crude oil and having no spark plugs for its ignition, has been developed and is undergoing further tests under direction of the National Advisory Committee for Aeronautics.

The engine, somewhat like the Diesel, runs economically on crude oil and depends for its ignition on high compression and cylinder heat.

It eliminates a wide variety of equipment which has been found necessary to flying heretofore, but which has added to the dangers of heavier than air craft.

PEDESTRIAN SIGNAL.

Many people in England who walk in quiet lanes and byways at night wear small red glass discs over their shoulders to warn auto drivers that a pedestrian is ahead.



THE 1926 INDIAN "SCOUT"

Many new features plus speed and comfort. Incomparable for quick-getaway and smooth running. Can be seen at our Showroom on the 25th inst. (Chater Road)

Sole Agents:—

ALEX. ROSS & CO., (CHINA) LTD.

Saturday Afternoon Service at 1A Chater Road.

Why

DUNLOP CORD TYRES

should be on your car

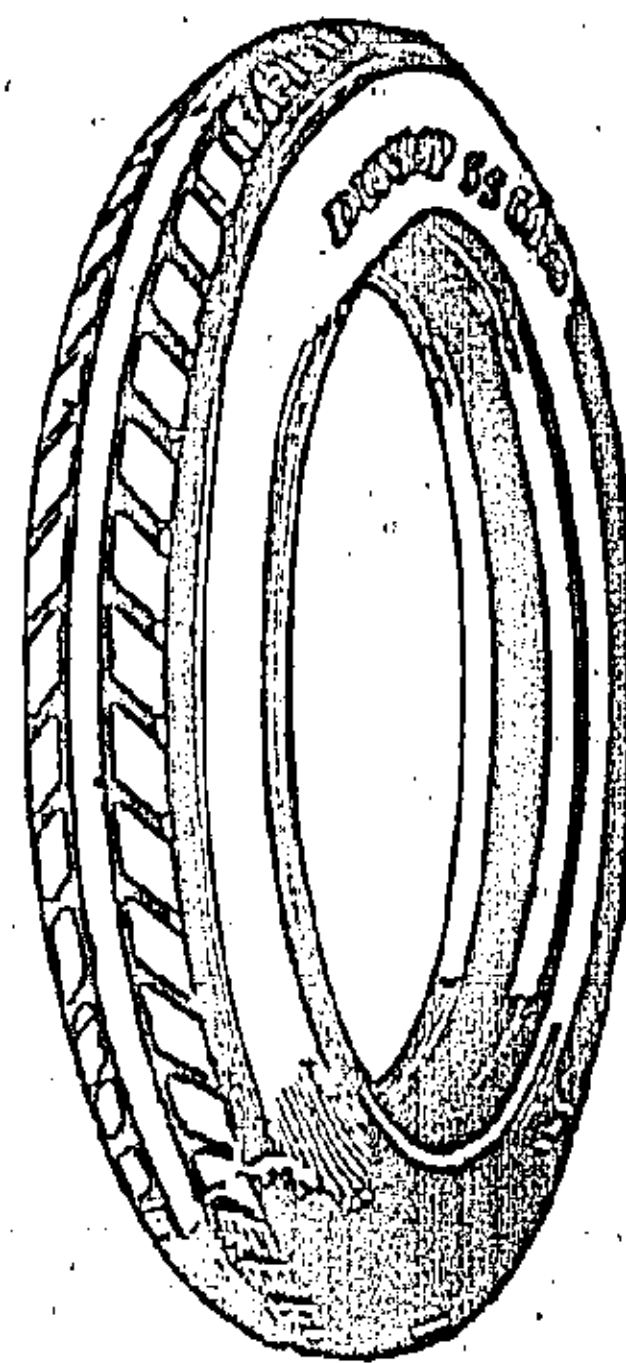
They are the outcome of the longest experience in tyre building.

They are made from raw materials, the production of which is controlled from its source.

They are made on the proved best principles, applied in the best way.

They give longer mileage and better service than any tyres in the world.

AND!!—the DUNLOP RUBBER COMPANY maintains its own Branch organisation on the spot, to give effect to the Company's universal policy of Service and Efficiency on all Tyre matters.



Dunlop Rubber Co. (China), Ltd.
Hotel Annexe Building. C. 4554.

Hongkong Hotel Garage
(Distributors) C 479. 5.

The fittest survive!

The fittest survive! Neither men nor machines, if they are unfit, can long withstand the crushing strain of an exacting existence.

Buick Valve-in-Head motor cars are built on principles that were established when the motor car industry started, and that these cars survived without change in their fundamentals is convincing proof that they are constructed on basic principles that are correct. In the making of Buicks there has been no yearly shifting from one set of engineering and manufacturing principles to an entirely different set. The Buick Valve-in-Head principle was right in the beginning, and it has been right ever since. Each passing year finds this great principle more firmly and securely established in the estimation of the motoring public.

The Valve-in-Head principle is the great reason for the survival of Buick motor cars. If this principle had not been correct, Buick, too, would have found it necessary to jump from one kind of engine to another in a ceaseless effort to find something that would stand the grilling work a motor car is called upon to do.

The Buick has survived every test that more than a million and a quarter users could devise in the most exacting conditions of worldwide service. There could be no better proof that Buick is the fittest among motor cars.

BUICK

VALVE-IN-HEAD MOTOR CARS

Please call or Telephone C. 1036.

HONGKONG & KOWLOON TAXICAB CO., LTD.

33 & 35 Des Voeux Road Central.

**BOSCH SPARK PLUGS:**

Made in many different types and admirably adapted to the varying designs and operating conditions of motor cars and motor cycles:

r 1212 e 18 m m for cycles..... \$1.00
r 1616 e 1 1/2" for Fords..... \$1.00
r 1616 e 1 1/2" m m motor cars..... \$1.00
r 2212 e 18 m m for motor cars..... \$1.00
r 2218 e 18 m m for motor cars..... \$1.00

BOSCH PRECISION SPANNER:

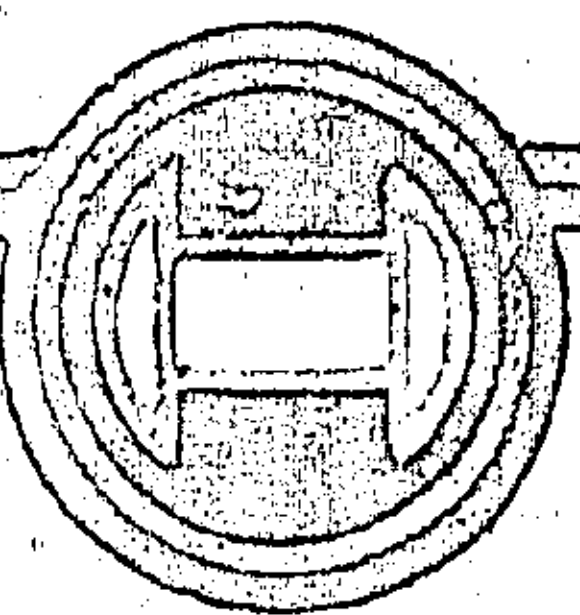
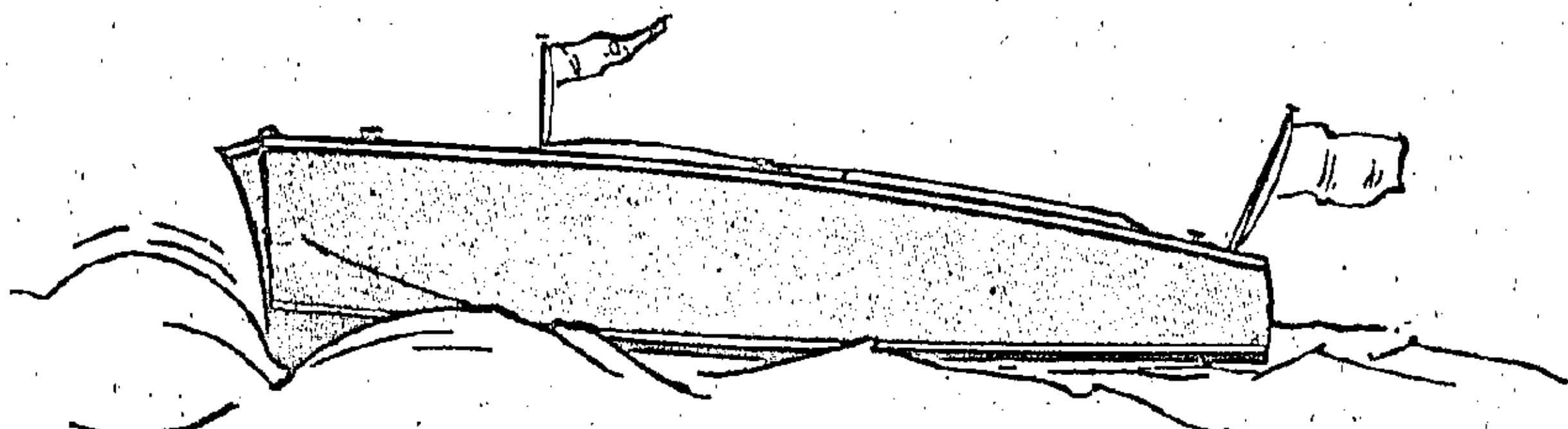
A tool required by every driver and mechanic. Jaws opened and adjusted with one hand. Lock nut fixes position of jaws. Positive stop prevents opening spanner too wide.

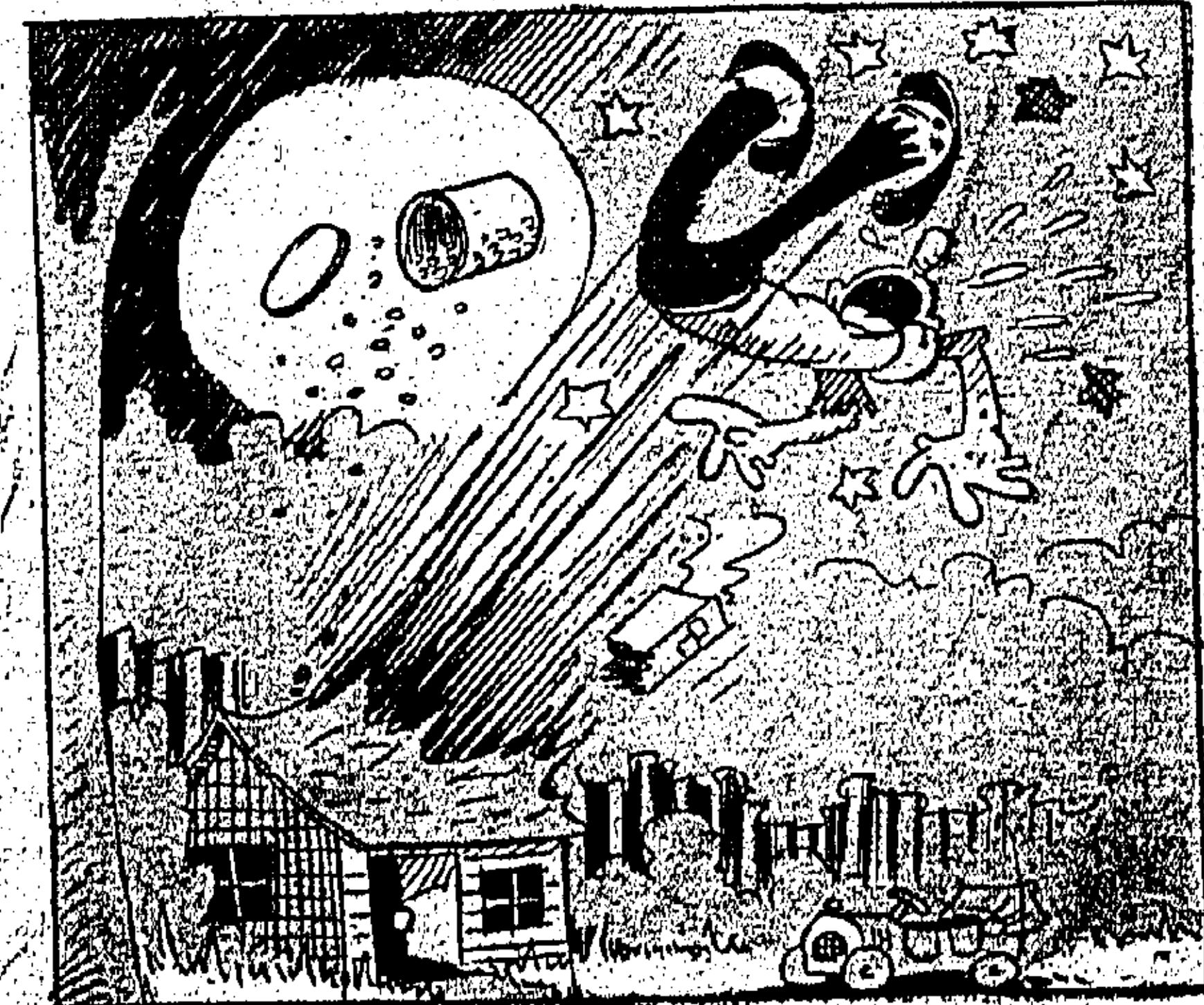
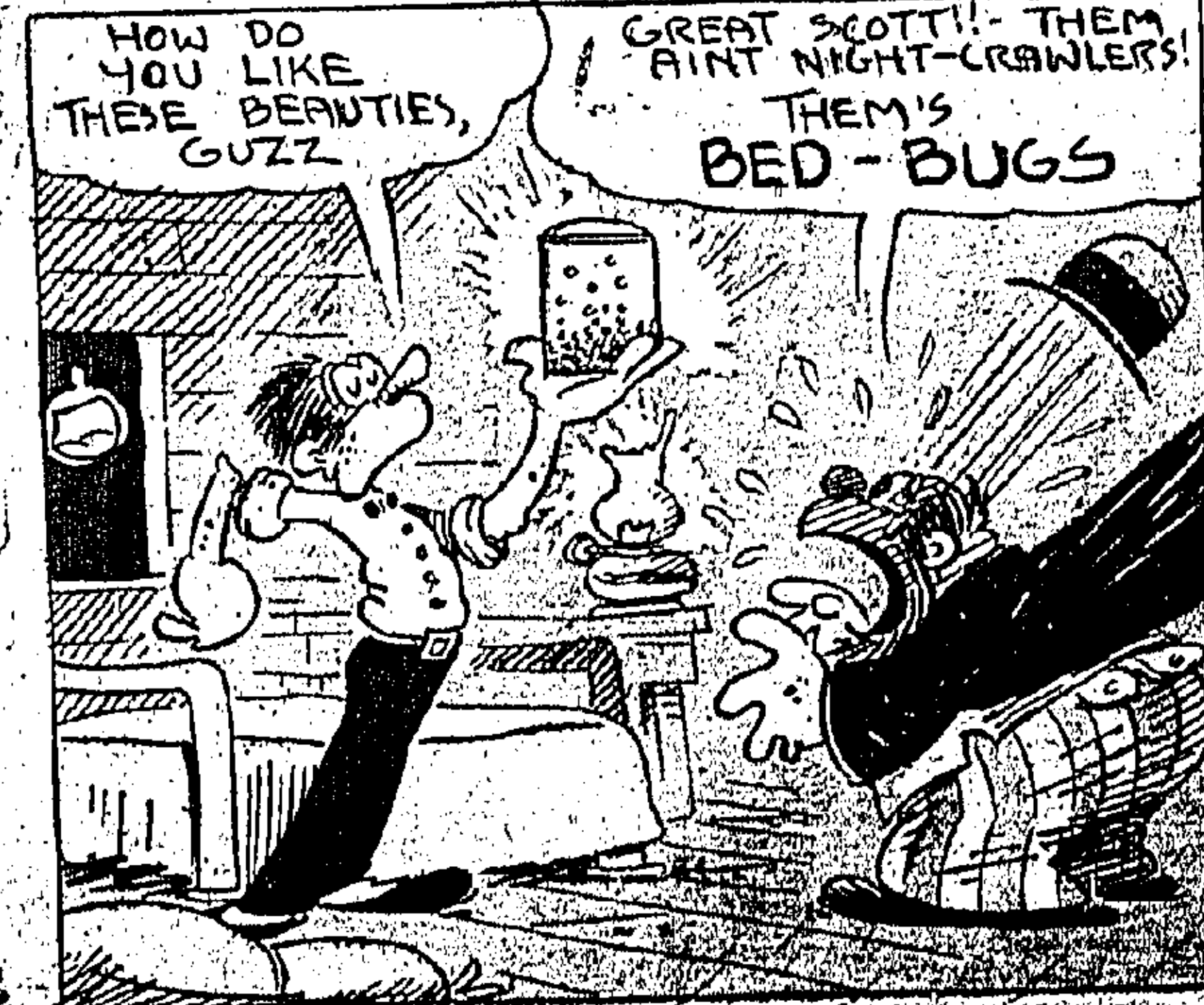
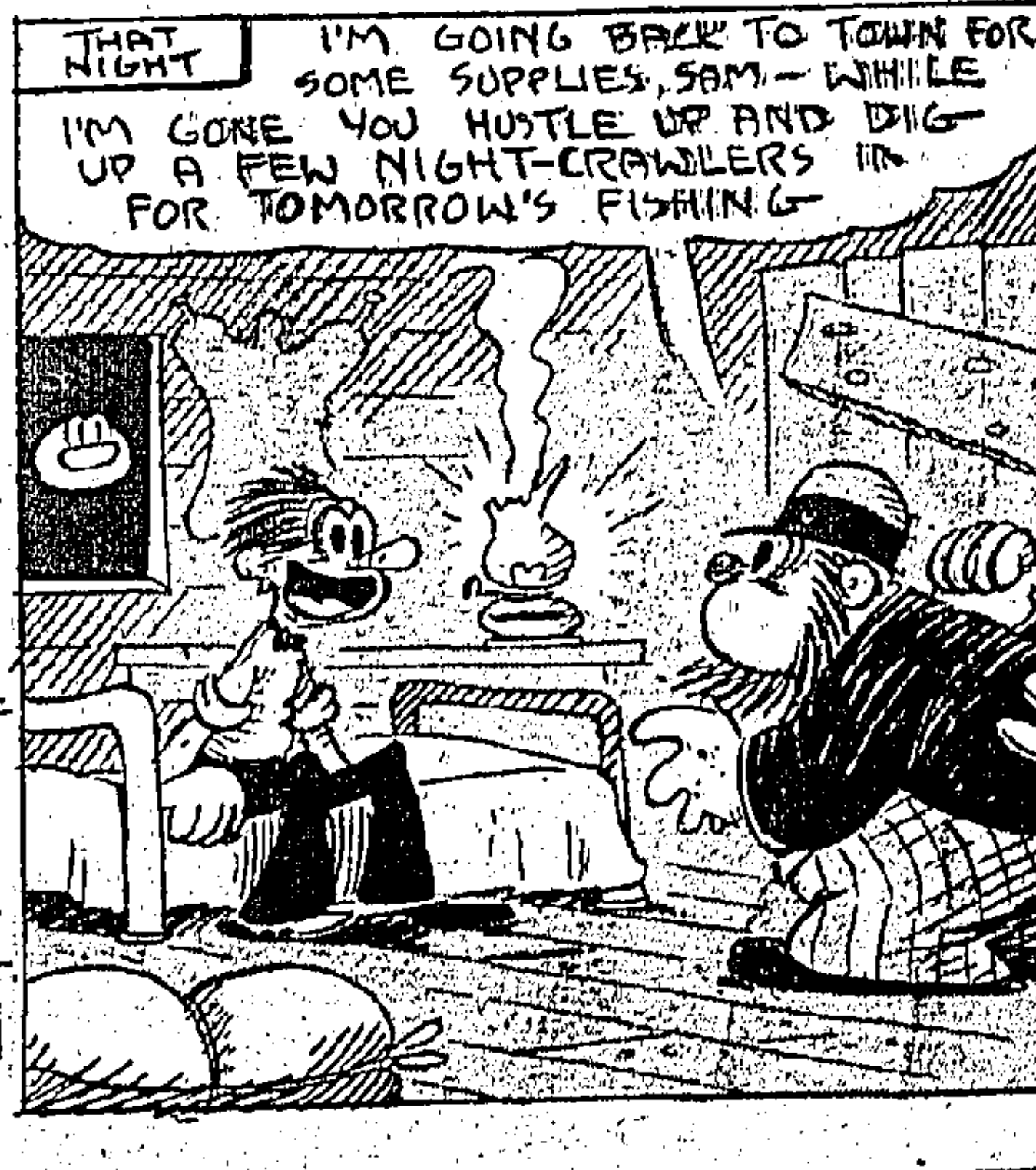
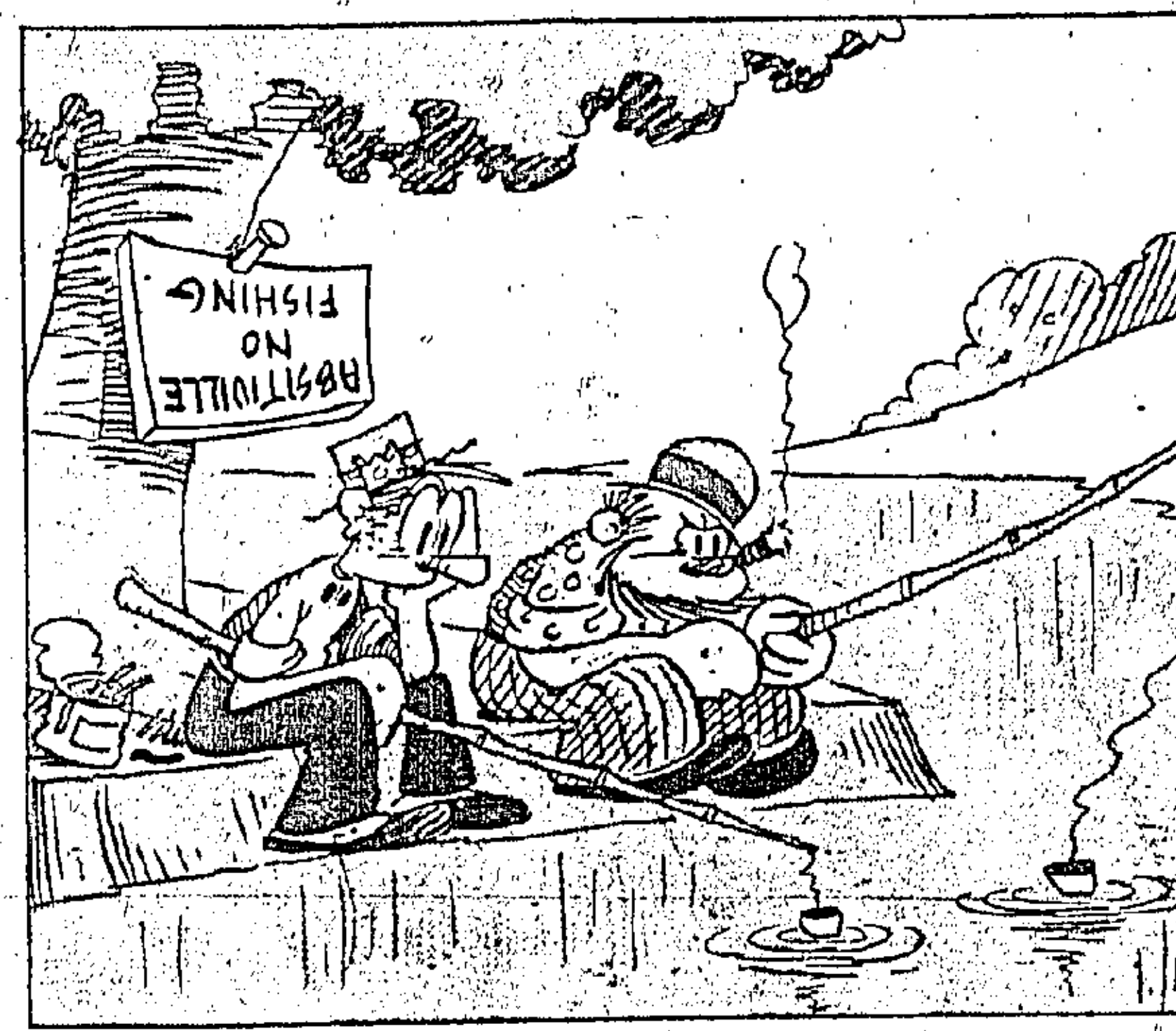
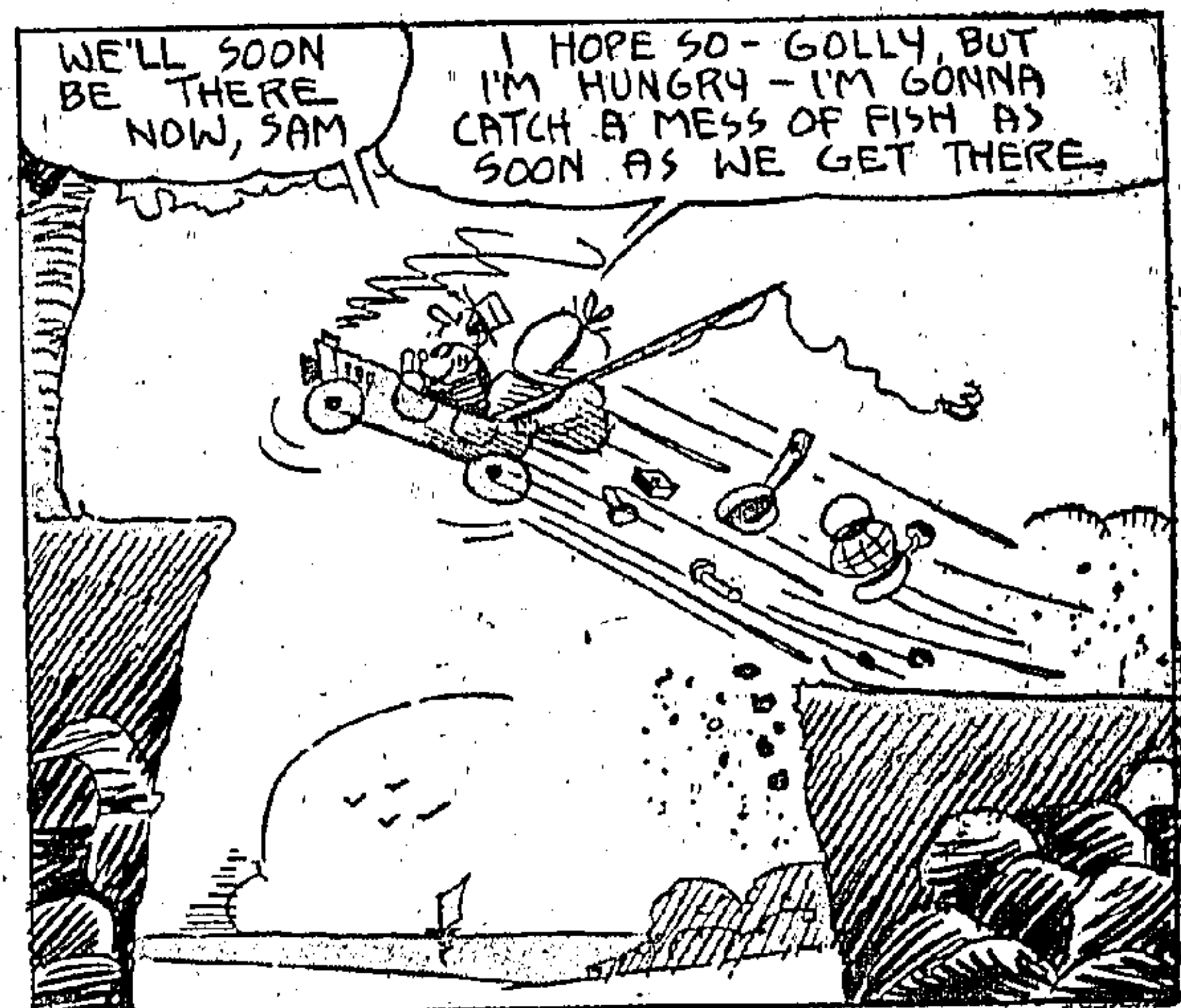
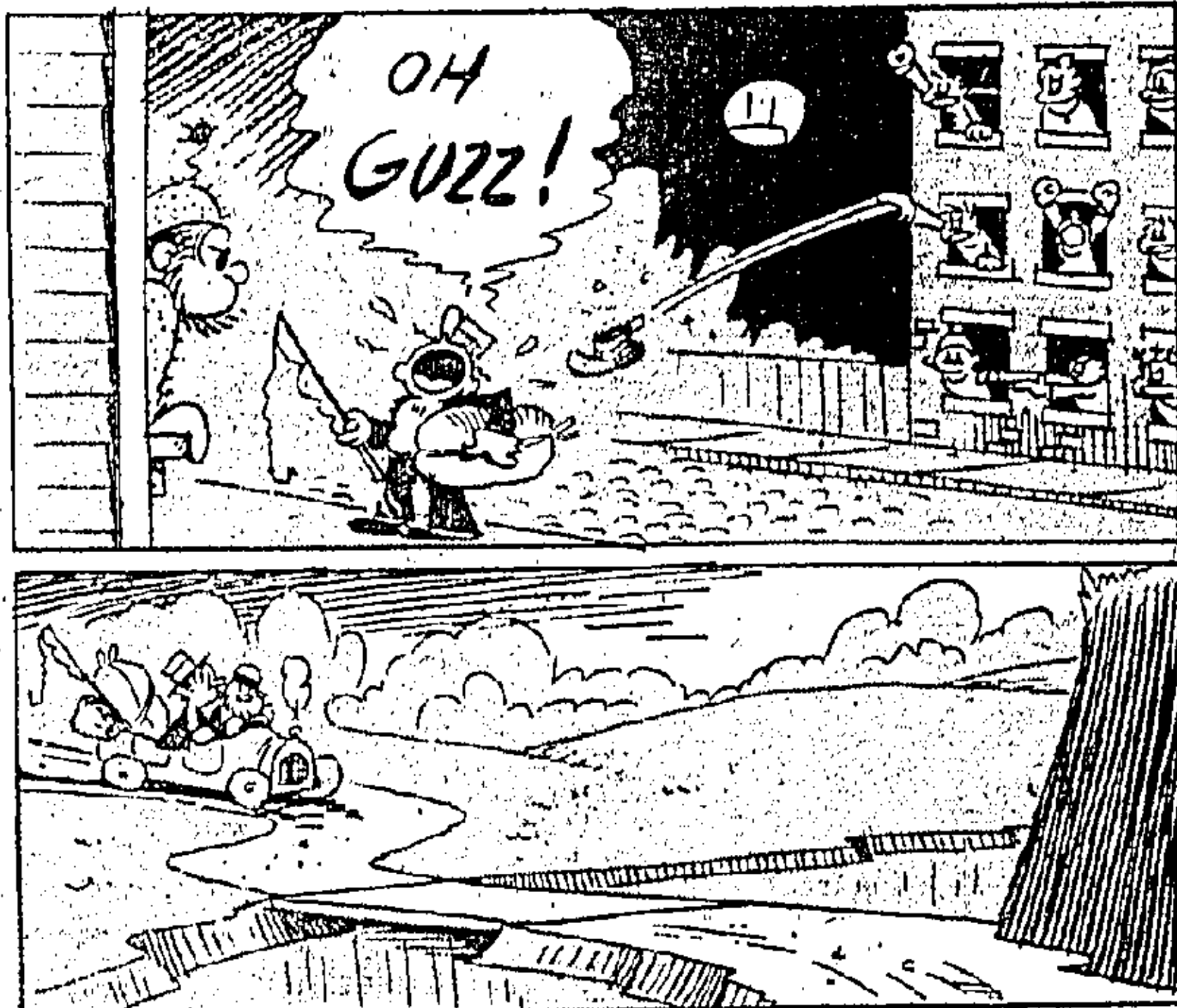
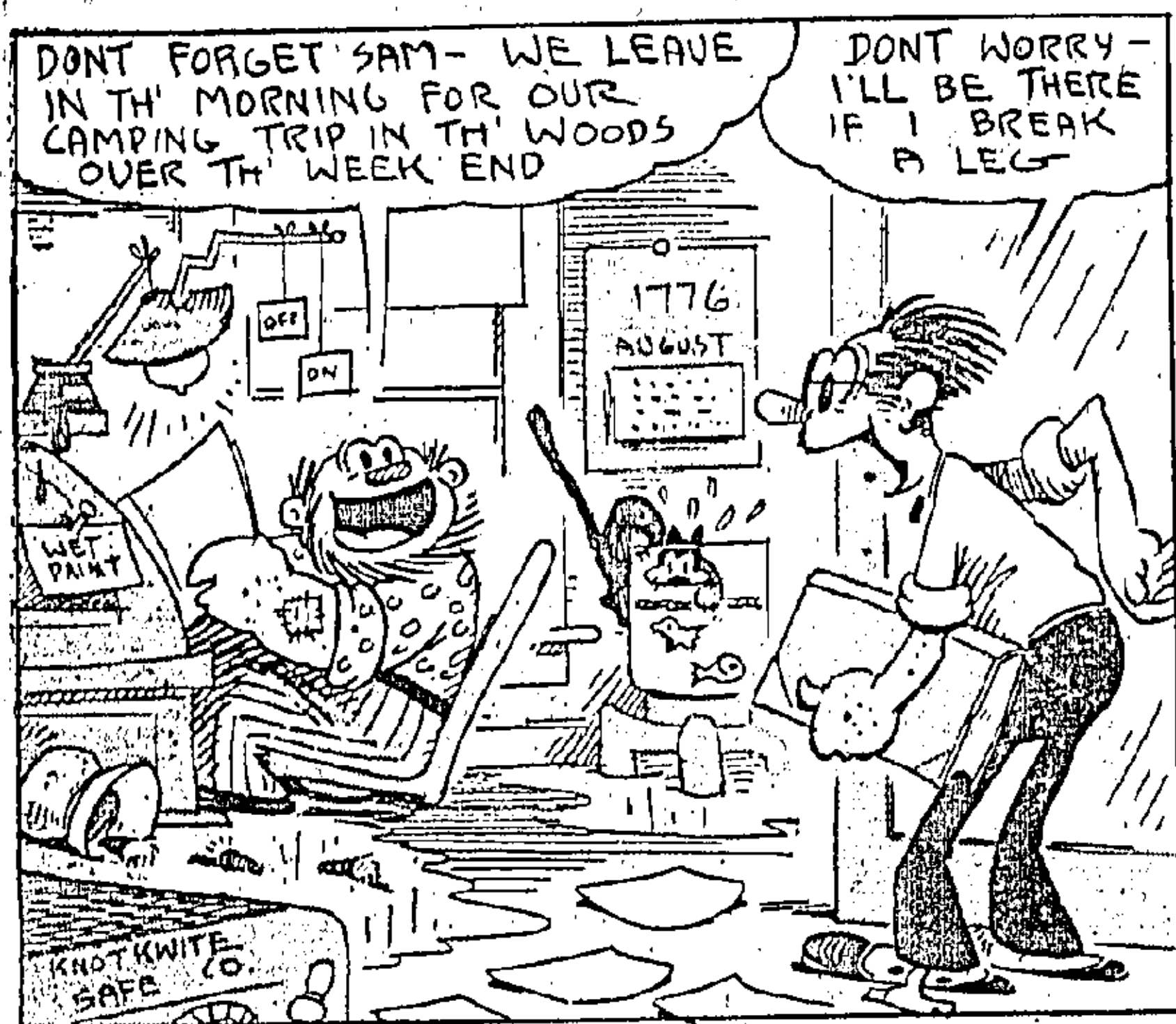
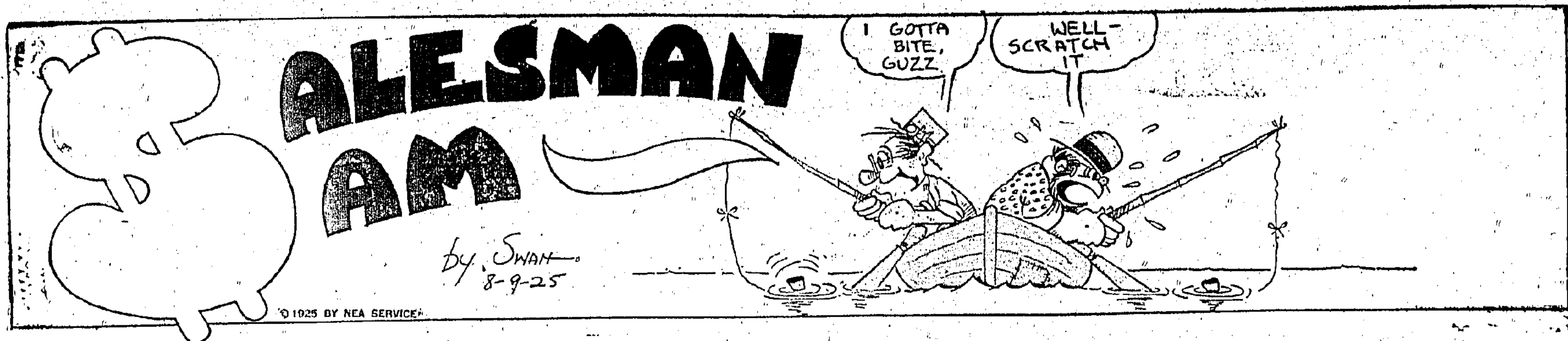
5-1/2 inch..... \$2.10
Platinum Points (B) For Motor Cycles: Short..... \$4.00 Long..... \$4.00
Platinum Points (Z) For Motor Cars: Short..... \$7.50 Long..... \$7.50

THE DRAGON MOTOR CAR COMPANY, LIMITED.

Telephone Central 1246, or 1247.
33, Wong Nei Chung Rd., (Happy Valley.)

Pay close attention to the name of
ROBERT BOSCH
and this

**16 KNOTS****AILSAS CRAIG****FAST RUN ABOUT****BRITISH THROUGHOUT**Complete **\$2750.00** { DELIVERED HONGKONG.**DODWELL & CO., LTD.** Sole Agents.



WHITEAWAY'S FOR STANDARD VALUES

NOVICES' BOXING.

LOCAL ASSOCIATION TO HOLD TOURNAMENT.

[BY "WANDERER"]

It is the usual practice of associations whose sole interest is the fostering of the manly art in its particular sphere of operation, to run at fairly frequent intervals, even including them in programmes of big shows, tournaments for the benefit of newcomers to the game. The Hongkong Boxing Association has been lax in this respect, though perhaps with the varied other opportunities accorded the Services here, and the Competitions run annually by the V.R.C., there is not quite the same demand for such competitions in the Colony.

The Hongkong Boxing Association has apparently repented somewhat for it proposes to organise a tournament, solely for novices, on Monday and Tuesday, November 30th and December 1st, and Monday December 7th, the preliminaries on the first two days and the finals on the last.

Competitions will be held at all weights from bantam to heavy, and the Association is particularly anxious to obtain entries from civilians, who may or may not need the definition of a novice as a person who has never won at the time of entry an open or open novices' competition, or who has never taken part in a contest in which a money prize was awarded.

The contests will be of three rounds duration, two of two minutes and a three, and the winner and runner-up in each class will be presented with a trophy. There will also be trophies for the best losers on the understanding that entries are sufficient.

Entries close on November 25th, and should be forwarded to the hon. secretary c/o of Messrs. Johnson, Stokes and Master. And there is no entrance fee.

ARMY CRICKET.

COMING FIXTURES.

The following Army cricket fixtures have been arranged:—

Wednesday, 15th Nov. v. Rest of Garrison.—H.K.C.C. ground, 10 a.m.

Wednesday, 9th Dec. v. Kowloon C.C.—K.C.C. ground, 10.30 a.m.

Friday, 25th Dec. v. H.K.C.C.—H.K.C.C. ground 2 p.m.

Saturday, 26th Dec. v. H.K.C.C.—H.K.C.C. ground 2 p.m.

Monday, 28th Dec. v. Navy.—H.K.C.C. ground 11 a.m.

Tuesday, 29th Dec. v. Navy.—H.K.C.C. ground 11 a.m.

The United Services Cricket team will play the H.K.C.C. on the H.K.C.C. ground, on Feb. 13th & 15th commencing at 11 a.m. daily.

HOCKEY MATCH.

WIN FOR ARMY TEAM.

Three goals, scored in nearly as many minutes in the first half, enabled the East Surrey "A" team to defeat Hongkong Hockey Club "A" team by three goals to two at Sookunpo last evening. Although at half-time the Club were still three goals down, by steady play they reduced the lead.

Right from the start the Army made the running, and Roberts flashed the ball into the net before the Club knew where they were. From the bully-off the same player added a second. Hardly had the game been re-started when Doney put on a third for the Army. Up to this time the Club had been playing one man short. Then the late player arrived, and the game took on a different aspect. Despite most strenuous effort, however, no further score was made in the first half.

On resuming, the game was more even, and after a good deal of attacking the Club succeeded in obtaining their first goal, and the game was drawing to a close before they scored a second. They made strong efforts to draw level, but success did not crown their efforts.

Mr. T. Addis Martin, of Messrs. Caldbeck, Macgregor and Co., left for Shanghai, on transfer, this morning.

THE RESPONSIBILITY OF CHOICE: II.

By the Rev. G. R. Lindsay, M. A.

Choice, like every other privilege here and hereafter. On your choice depends whether your pleasures recreate or dissipate you, whether your friendships are helpful or harmful. On your choice depends whether, in the pregnant phrase of the New Testament, your life is saved or lost. There is an awful finality in the use of this gift which makes its effects irrevocable. But God in His mercy has not left us to the mercy of ourselves or of any hostile forces. He has given to us His Holy Spirit to help control and guide this power of choice.

Men say, "If I am strong-willed, I am all right." But a will need not only to be strong but to be good. Many strong-willed men and women go to ruin. A will needs purifying as well as strengthening. We work out our own salvation, but it is God who worketh in us to will and to do. Choice is the action of the will, and it is because it is so great a privilege, so final, so responsible, that Jesus Christ bade us love God with all the heart, which word, in the New Testament, includes the will.

How we rejoice for every wise choice we have made! But, Oh, if we could recall the choices which have stained our characters and marred the lives of others. God deals not with the choice but with the chooser. His interest is in men. We may have a long fight down here, but God is very near.

Rejoice, O young man in thy youth, and choose as your powers enable you, but remember for all this God will bring thee into judgment, both

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:—

Banks.

Hongkong, \$1,110 s.
Chartered, £20 n.
Mercantile A. and B., £29½ n.
Mercantile C., £13½ n.
P. and O., £9½ n.
East Asia, \$85 n.

Marine Ins.

Canton Ins., \$600 n.
China Underwriters, \$2 b.
North China, Tls. 140 n.
Unions, \$248 b.
Yangtze, \$35 b.

Fire Ins.

China Fires, \$160 n.
Hongkong Fire, \$600 s.

Shipping.

Douglases, \$40 n.
Steamboats, \$20½ b.
Tugs, \$4½ s.
Indo-Chinas, \$38 n.
Shell Trans., \$2/6 b.
Star Ferries, \$59 n.
Waterboats, \$16 b.
Oriental Nav., \$250 n.

Refineries.

China Sugars, \$36 s.
Malabons, \$43 n.

Mining.

Bonguets, \$2 n.
Kailans, 45/- n.
Langkats, Tls. 32 b.
Shai Explorations, Tls. 5 n.
Shanghai Loans, Tls. 8 n.
Ranhs, \$3½ b.
Tronchs, 56/- n.
Ural Caspians, 8/- n.

Docks, etc.

Kowloon Wharfs, \$130 s.
Whampoa Docks, \$58 n.
Hongkows, Tls. 160 b.
New Engineerings, Tls. 7½ b.
Shanghai Docks, Tls. 119½ b.

Lands, Hotels, etc.

H. and S. Hotels, \$8.10 s.
H.K. Lands, \$63 s.
Realty, \$5 n. call paid
Territorials, \$6 s.
Humphreys, \$16 n.
Princes Bldgs, \$150 n.
Rural Lands, \$7 s.

Cottons.

Ewos, Tls. 9.30 b.
Orientals, Tls. \$3 na.
Shui Cottons, Tls. 55 b.

Miscellaneous.

Canton Ice, \$7½ s.
Coments, \$16 s.
China Buses, Tls. 10½ b.
China Lights, \$16 n.
China Prov., \$9 na.
Constructions, \$2 s.
Dairy Farms, \$19 s.
Der A. Wing, \$10 n.
Electrics, \$55 s.
Macao Electrics, \$40 n.
Developments, 30 cents, n.
Ropes, \$40 n.

CHESS TOURNEY.

CAPABLANCA DRAWS WITH LASKER.

Moscow, November 10.—The International Chess Tournament opened in Moscow to-day. Twenty-one players are competing, among whom are Capablanca, Lasker, Marshall, Eits, Rotti, Bogoluboff, Tartakover and Rubenstein.

On the first day, the contest between Capablanca and Lasker ended in a draw.

Willesden Education authority has bought 2,000 copies of a "History of Willesden" as a school reader. The author is an old Willesden schoolboy, now a university professor.

Tramways, \$23 n.
Lane Crawfords, \$12½ n.
Mackintosh, \$21½ n.
Peak Trams, \$15.10 b.
Sinceres, \$11 s.
Taxis, \$5 s.
United Asbestos, \$20 n.
Watsons (Old), \$16 s.
Watsons (New), \$15 s.
Powells, \$14 s.
Amusements, \$10 b.

NEW RACKETS.

—EX S/S MOREA.—
TO SUIT EVERY PURSE.

WHY BUY OLD STOCK?

Slazenger's

'PRIMORIS'

\$40.00

Spalding's

'TOURNAMENT'

\$24.00

Jame's

'CRITERION'

\$24.00

Hobbie's

'STEEL RACKETS'

\$12.50

Dayton

'STEEL RACKETS'

\$22.50

Spalding's

'MODEL G.'

\$32.50

Spalding's

'BALMORAL'

\$30.00

Spalding's

'GOLD MEDAL'

\$30.00

Spalding's

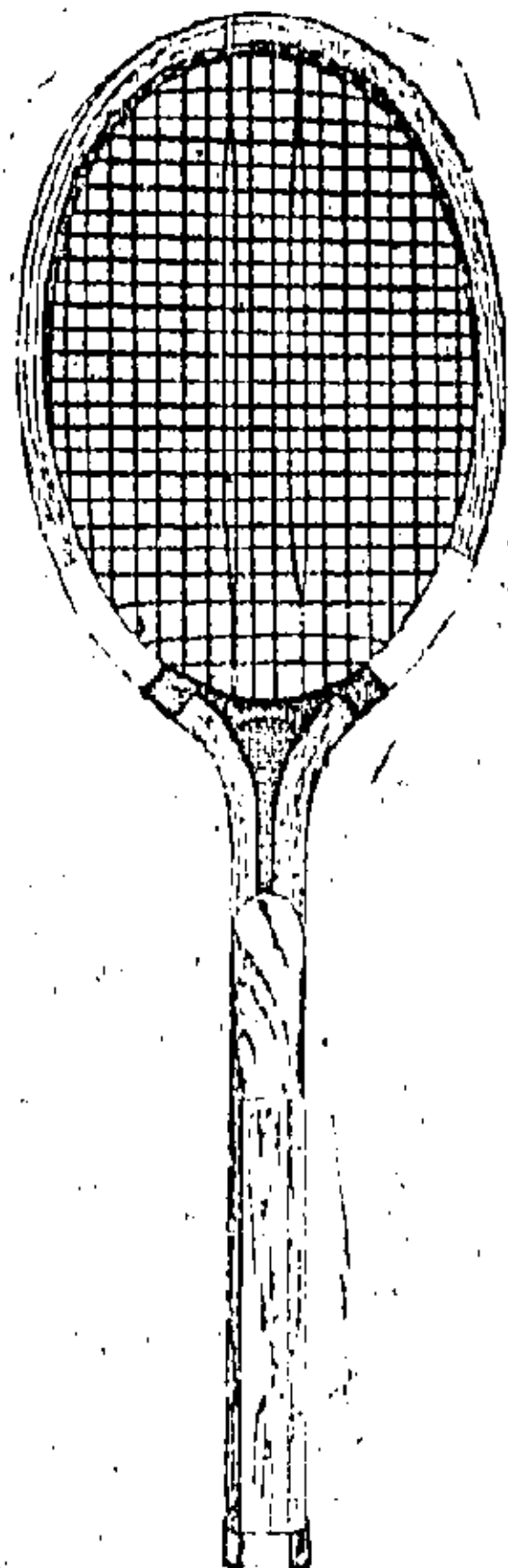
'VANTAGE'

\$19.50

Spalding's

'WINDERMERE'

\$14.00



TENNIS BALLS.

SUPPLIES OF THE NEW DUNLOP

BALL WILL BE HERE SHORTLY. We are Sole agents

LANE, CRAWFORD, LTD.

USUAL CASH DISCOUNTS.



IT ISN'T ALWAYS THE BLADE

WHICH IS RESPONSIBLE FOR THAT MISERABLE SHAVE NOR IS IT ALWAYS THE FAULT OF THE SOAP.

HOT WATER

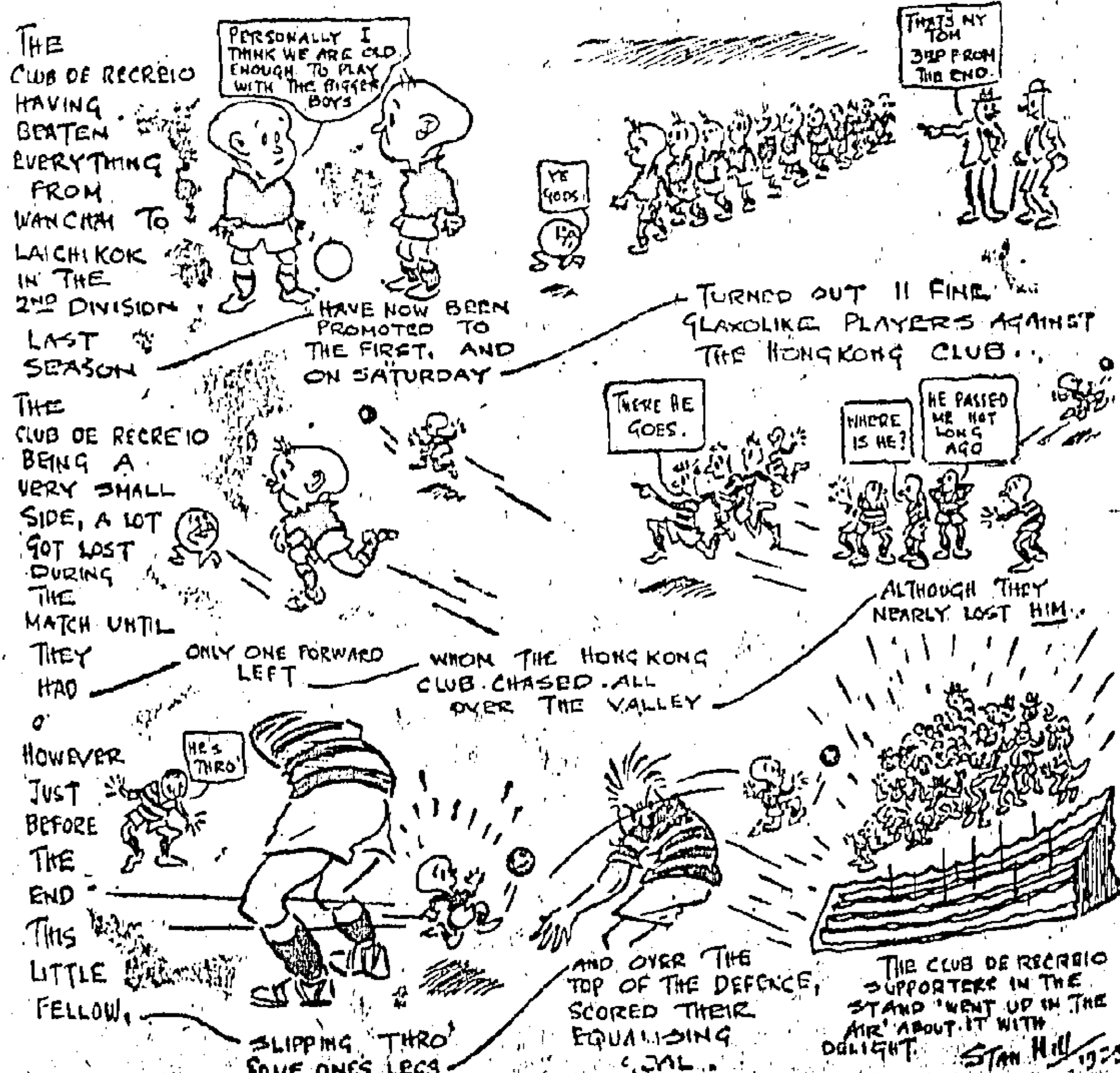
IS REALLY NEEDED AND THE BEST METHOD OF PROCURING THAT IS TO USE A

GAS WATER HEATER

HONGKONG AND CHINA GAS CO., LTD.

OUR FOOTBALL CARTOON.

(By Stan. Hill)



AT THE CLUB V. RECREIO MATCH.

Wm. Powell Ltd.
Telephone C. 4578

AFTERNOON

AND

EVENING GOWS

OFFERED AT

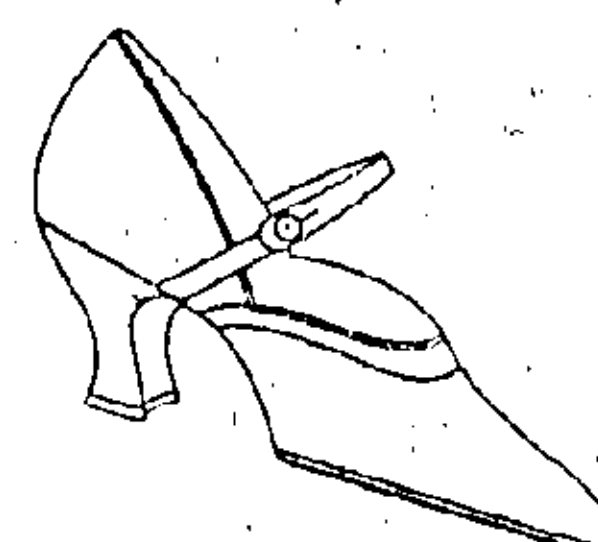
HALF PRICE

for 3 DAYS only

November 21st 23rd & 24th

Concerning Shoes

Refined criticism is always found in the dance room.



Ladies who select this shoe from the range shown by Powells go forth with comfort and a sense of fitness which means an enjoyable evening. Featured in Flesh Coloured Satin, Gold Kid strap-pings. A very dainty shoe in a 1925 Shade.

Latest Fashion Note

Flesh Coloured Satin Shoes tinged with gold and stockings to match. They look their best with all white gowns with Pearl or Diamond Embroidery.

PRACTICE

THE EIGHTSOME REEL

IN YOUR OWN HOME WITH

COLUMBIA



RECORD

No. 270

TO BE HAD AT.

ANDERSON'S

One of the most treasured possessions of friends far away is a photo of their dear ones overseas. The Ming Yuen Studio is fitted with the most modern photographic equipment and will be pleased to show you specimens of their work.

THE MING YUEN STUDIO

(Battery Path.)

Official Photographers to the "H. K. Telegraph"



ALLSOPP'S

BRITISH PILSENER

BEER.

Sole Agents:—

Caldbeck Macgregor & Co., Ltd.

15, Queen's Road Central

Tel. C. 75

FLETCHER'S COUGH LINCTUS

An Ideal Remedy for Coughs and Colds. Clears the Bronchial Tubes, Eases the Breathing and relieves that Stopped-Up Feeling, bringing about a speedy and permanent recovery.

Prepared only by

THE PHARMACY
(Fletcher & Co., Ltd.)

Asiatic Building Tel. 345.

26 Queen's Road Central

HONGKONG HOTEL.

REPULSE BAY HOTEL.

OWING TO THE DEATH OF H.M. QUEEN ALEXANDRA, DANCING WILL NOT TAKE PLACE IN THE GRILL ROOM OF THE HONGKONG HOTEL, OR AT THE REPULSE BAY HOTEL THIS EVENING.

THE HONGKONG & SHANGHAI HOTELS, LTD.

STIFF FRONTED DRESS SHIRTS

with one or two studholes

SPECIAL VALUE \$6.50 EACH

BETTER GRADE WITH FLAT-SETTING CUFFS \$8.50

DRESS TIES — COLLARS — SOCKS

WE ALLOW 10% DISCOUNT FOR CASH

MACKINTOSH

& CO., LTD.

Men's Wear Specialists

ALEXANDRA BUILDING.

DES VŒUX ROAD.

G. FALCONER & Co. (HONGKONG), Ltd.

UNION BUILDING (OPPOSITE G.P.O.)

WATCH AND CHRONOMETER MAKERS, JEWELLERS
DIAMOND MERCHANTS.

A fine selection of English Jewellery, Sterling Silver
Ware, Watches and Clocks always on hand.

Agents for:—

British Admiralty Charts (Heath Sextants, Night Glasses etc.,
Kelyin Navigational Instruments Stanley Drawing Instruments
Ross London Telescopes & Binoculars Wett's Theodolites, Levels etc.,

We invite the Public to call and inspect our
varied stock, and compare prices.

Over half a century's reputation throughout the
East as the House of Quality.

Established ... 1855.

High Class
Catering
of all kinds
by

CAFE WISEMAN.

Ball Suppers, Banquets,
Garden Parties and Fetes,
Private Dinners, Picnics.

LANE, CRAWFORD, LTD.

E. HING & CO.

SHIPBUILDING MATERIALS SHIP CHANDLERS
HARDWARE MERCHANTS.

PHONE CENTRAL No. 1116.

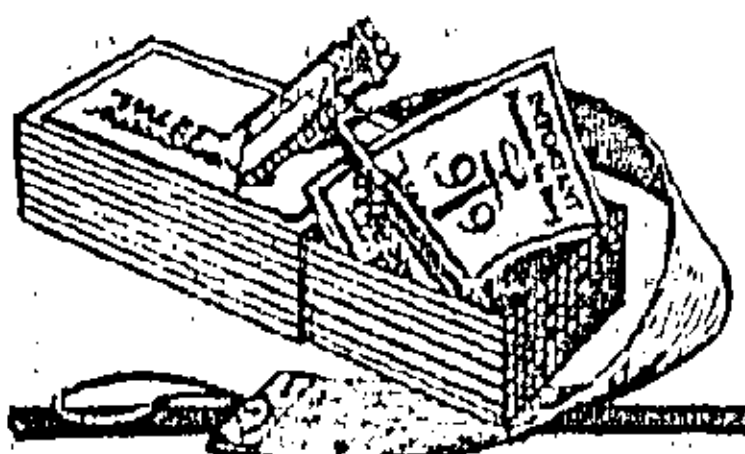
WING WOO ST.
TEL. 25, Central.

WHITEAWAY'S

SEE OUR WINDOWS
FOR THE NEW No. 99

"VALET"
Auto Strop
Safety Razor

THE ONLY SAFETY RAZOR AND STROPPING
MACHINE COMBINED IN ONE APPARATUS.



PRICE

\$1.25

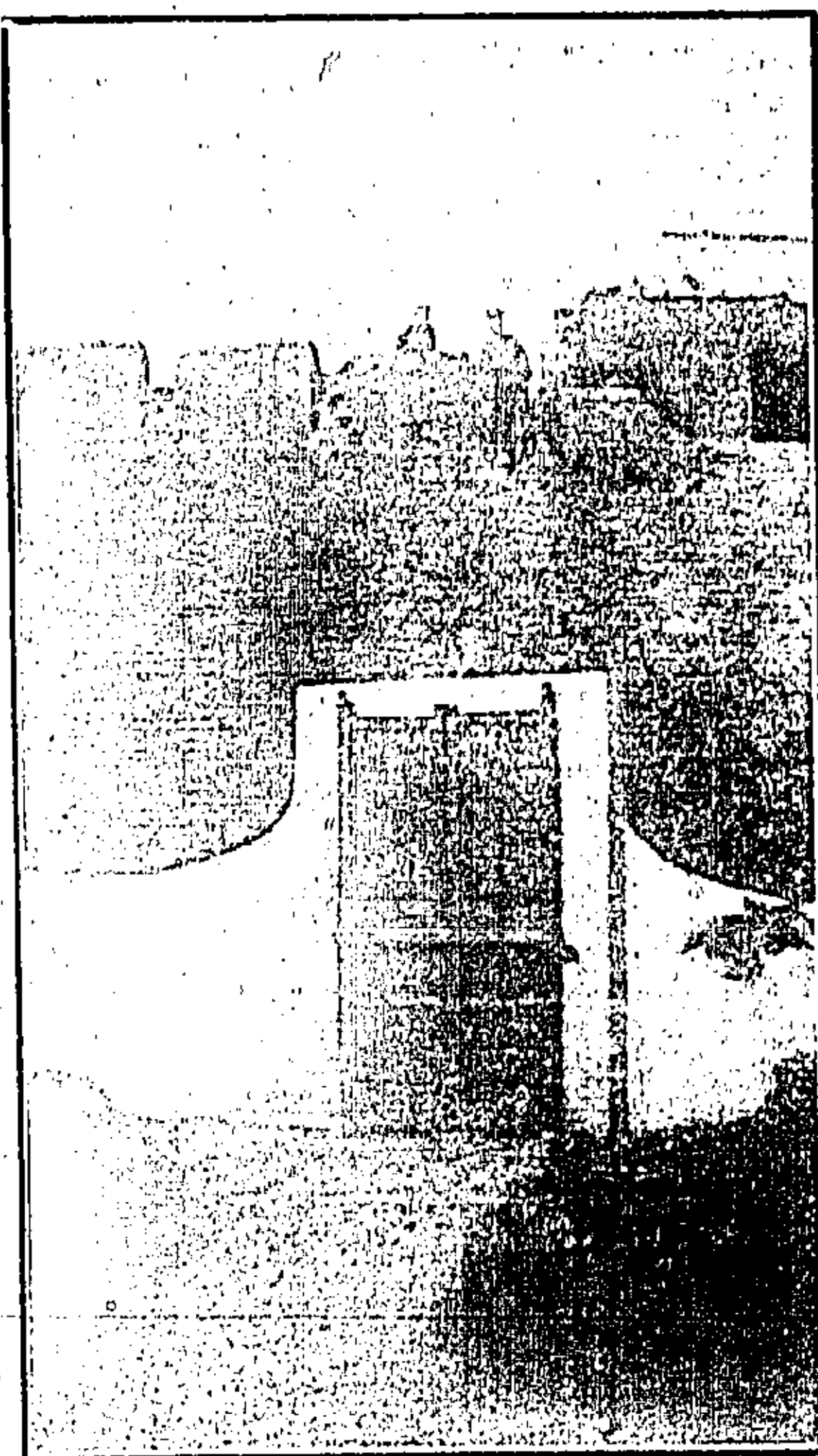
Contains genuine
"Valet" razor,
leather strop and
one blade.



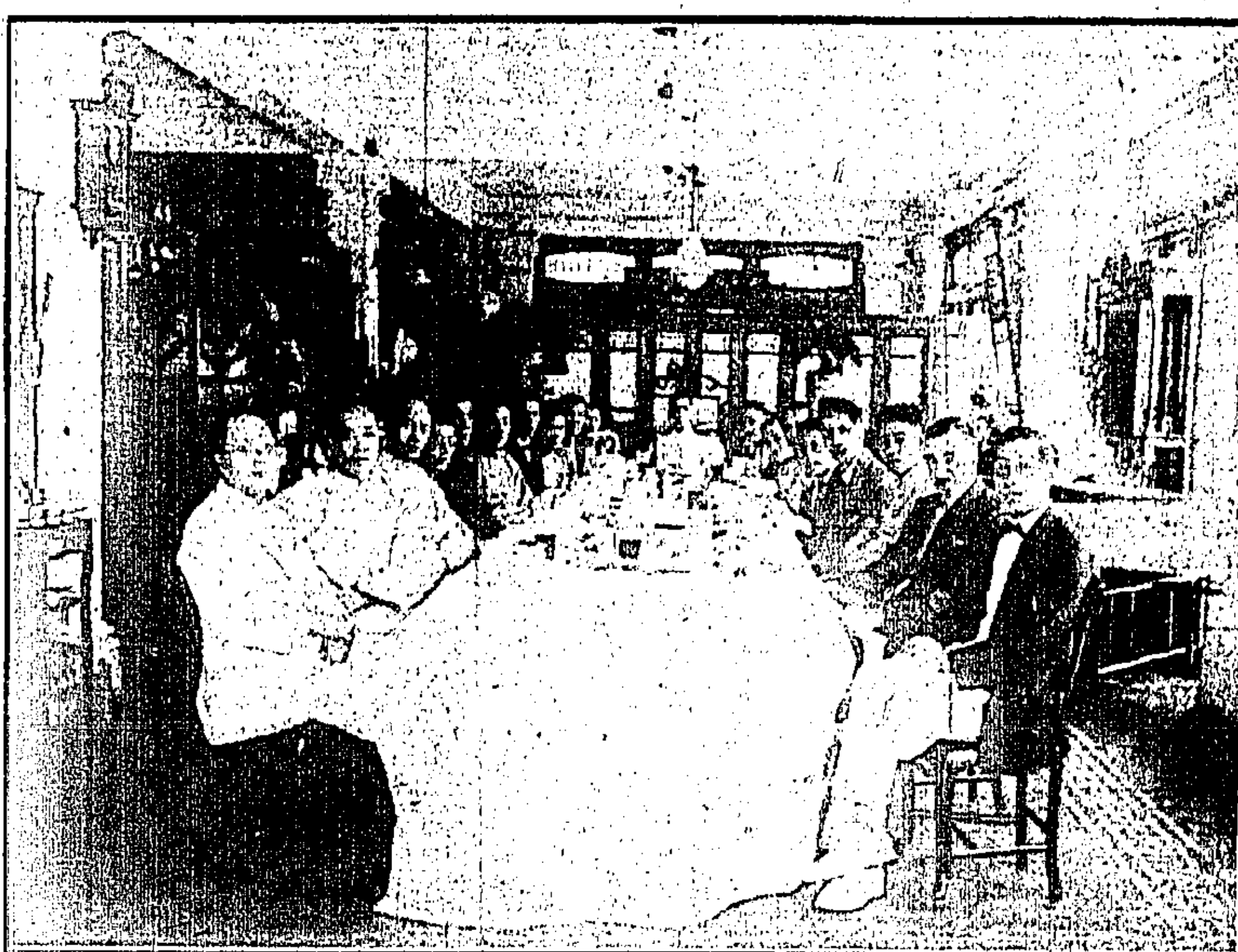
Mr. Justice Gompertz (seated) is here seen with members of the Supreme Court staff on the occasion of a farewell presentation the day prior to his departure to take up the position of Chief Justice of the Federated Malay States. (Photo: Ming Yuen).



General Chang Kai-shek (right) is here seen photographed at Waichow with one of the three Europeans in the city when it fell.



This photograph, taken on the morning following the fall of Waichow, shows the north-east gate of the city, with "Red" soldiers on the wall.



Group taken at the tiffin given to Mr. H. A. Mills, of the Accounts Office of the Harbour Department, by members of the staff on the eve of his departure from the Colony for Home.



Sir Claud Severn snapped on Queen's Pier on Saturday when saying good-bye to friends on his retirement from the Colonial service. (Photo: Ming Yuen).



Mr. F. W. Maze, former Commissioner of Customs at Hankow who has arrived in Shanghai to take over the post of Commissioner in succession to Mr. L. A. Lyall, who has gone Home on leave. Mr. Maze is a nephew of Sir Robert Hart, former Inspector-General the Chinese Maritime Customs.



The north gate at Waichow after the city walls had been breached by the "Red" gunfire. Note the ladders used for scaling the walls.

Brighten Your Home



THE LAST GLIMPSE

Before leaving home for the Theatre, the Dance, or for any social event, what woman will not take a final glance to assure herself of the charm of her appearance?

Your mirror tells you much, but in order that it should reveal the unvarnished truth, it should be well-lighted. Therefore, have a Philips' Argenta Lamp installed in a suitable position in your boudoir or bed room.

No blemish, however small, can escape your attention by the light of the Argenta Lamp.

If you appreciate your appearance and always want to look your best, the Philips' Argenta Lamp is indispensable for the "last Glimpse."

Better light with
PHILIPS LAMPS

Apply to your Electric Dealer.

Wholesale Agents for Hongkong & South China.

HOLLAND CHINA TRADING CO.

Those quick to appreciate
real quality are quick to
appreciate

**THE
THREE CASTLES
CIGARETTES**

This advertisement is being by the British-American Tobacco Co., Limited Ltd

HONOLULU FLIGHT.

To Be Tried Again.

San Diego, October 24.—Another attempt will be made to fly from San Francisco to Honolulu next summer, according to an announcement by the Navy Department, naming members of a board authorized to plan the flight.

On the board are Commander John Rives of the aircraft squadron battle fleet; Commander John Towers who headed the successful trans-atlantic flight in 1919 and Commander John Rogers of the ill-fated PB-9-1. Local naval authorities feel that with the experience gained in this year's failure the flight will be achieved next year without danger or difficulty.

ADMIRALTY BICENTENARY.

Where Nelson's Body Lay.

The Admiralty building in Whitehall has attained its bicentenary. An Order in Council dated March 25, 1723, approved of the scheme of building a new Admiralty Office "and range of buildings belonging to same," and the work took some two and a half years.

It was on Thursday, September 30, 1725, that the first board meeting was held in the new building. The beautiful screen in front of the building was restored in 1923 according to the design of Robert Adam, the architect of the Adelphi. The Admiralty building is on the site of Buckingham's old home, Wallingford House. The architect was Thomas Ripley, a protégé of Sir Robert Walpole, who had employed him to build or improve Houghton Hall and Wolterton House, Norfolk. Ripley's design was much criticized by Pope and Horace Walpole, and never shared in anything like such popularity as was accorded to the Adam screen of some 35 years later.

To-day, of course, Ripley's handiwork forms but a small part of the modern Admiralty building. It is, indeed, only one side of the quadrangle of which the other three sides and the Admiralty Arch have been added since 1891. It was in the captains' waiting-room on the left of the entrance hall of the old building that Nelson's body lay in state on the night before the burial in St. Paul's. The apartment in the building in which the meeting of the Commissioners was held two centuries ago is that which was in use during the Great War, and it is still the board room of the Admiralty.

PRIMITIVE MAN.

The Mongolian Discovery.

Dr. Bather, F.R.S., Keeper of the Geological Department of the Natural History Museum, in a statement to the *Times* says:—

I have read with great interest the article from the Peking correspondent of the *Times* describing the latest discoveries of the third Asiatic Expedition for the American Museum of Natural History, New York. There are numerous points which will interest geologists and students of the development of primitive man all over the world.

The references to Azilian culture in Mongolia are very interesting. The discoveries may appear to be, as reported by the writer, the first proof that man at this stage of culture existed in Asia. But the inferences drawn as to their relative age are not necessarily conclusive, because there is no evidence available in Europe sufficient to date the period of Azilian culture in Europe. Mr. Andrews thinks that Azilian culture in Asia should be dated as far back as 10,000 years ago, and is therefore older than that in Europe. But there are men of science in Europe who would place the European Azilian culture quite as far back as that.

Mr. Andrews reports another discovery of a few implements corresponding to those which in Europe are attributed to the Mousterian age, and which have lately been discovered in association with a skull of the Neanderthal type in Palestine. Sir Arthur Keith, in an article recently published in the *Times*, has suggested that Neanderthal man may have come from Asia. This latest discovery of the American expedition in Mongolia fits in very well with that suggestion.

SKYROCKET MAIL.

Device Of South Seas.

Between some of the reef-bound islands of the Tonga group, in the Pacific Ocean, where it is dangerous or impossible for steamers to land, an unusual form of air-mail service solves the problem of getting letters into the postal channels. Skyrockets are used to shoot the missives to ports where steamers call. Half a dozen letters are attached to the stick of a big rocket, which is aimed towards the island. The fuse is ignited, and the shaft, with its burden carefully shielded from the sparks, roars upward, falling on the beach of the adjacent land, where it is picked up. While some of the letters are intended only for local delivery, others are bound for America, Europe, and other countries. In the course of a year, reports "Popular Mechanics," quite a number of missives that find their way to persons in distant land and all over the world, begin their journey on the stick of a skyrocket.

ATMOSPHERICS.

A Substitute For "Liver".

Why are certain days "heavy" and other days exhilarating?

This occurs commonly in the autumn, but, so far, no reasonable explanation has been offered. It can be said definitely that the ordinary weather observations do not provide a clue.

For example, the barometric readings on "heavy" days are frequently the same as on days of exhilaration. And the same applies to readings of the wetness of the atmosphere and of temperature.

There is, clearly, another and hidden factor which influences the human body much more than heat or cold, dryness or dampness.

A great deal of attention has recently been devoted to this factor and study made of the symptoms which arise as a direct consequence of its operation. One of the most interesting of these symptoms is the "thunder headache," which, queerly enough, is more usually felt during thundery weather in spring and autumn than at midsummer.

THUNDER PROPHETS.

A large number of people suffer from this complaint, and are able, by means of it, to say with assurance that thunder is "about," even though the sky in their own neighbourhood is clear.

In other words they are subject to electrical disturbances to a marked extent—for the production of a headache implies probably gross physical changes in the calibre of the blood-vessels.

It seems now to be certain that our bodies are always under the influence of electrical changes in the atmosphere, and that many of our moods and depressions are due to this cause.

Like wireless waves, our enthusiasms and energies may be interfered with by "atmospherics." On the days when this happens we experience that sense of heaviness which is so apt to be put down to "liver."

"Liver," indeed, may be an electrical rather than a pathological disturbance. Ex.



Four Sandy Macs please

For many years had the Four Cronies of the Exclusive Club led the fashion in drinks, calling for their "Scotchs" and "Scotchs and Sodas."

Insomuch that when a Tall Tanned Stranger called for a "Sandy Mac," whiskers wagged, papers rustled, and eyebrows rose among the Four.

Until they marked the way he drank. And observed the deference of George who served it.

Thereafter they whispered with George. Then amongst themselves. Later the senior Crony—a Purple Colonel—called in a clear voice "Four Sandy Macs, please."

So men learn.

Sandy Macdonald Scots Whisky

AGENTS: H. RUTTONJEE & SONS, 15 QUEENS ROAD CENTRAL, HONG KONG



DO NOT TAKE CHANCES WITH UNKNOWN
BRANDS
DON WHISKY IS AN OLD TIME
FAVOURITE.

Off the market during the war,
and the years following, it is
back once more to delight the
taste of the connoisseur.

There is so much difference
between DON, thoroughly aged
and of mellow flavour, and just
ordinary whisky, that you owe
it to yourself to make the
comparison.

At your club or store.

N. S. MOSES & Co., Ltd.

Agents.



If they must Shop early help
them to Choose Late!

ELECTRICITY will make the window pay its Rent

Our representative will be pleased to call and assist you on your lighting problems at your convenience.

THE CHINA LIGHT & POWER CO. (1918), LTD.
Show Road, 62 Nathan Road.
Phone K. 677.

Make your Window Work Overtime

Your window can be your best Advertisement—keep it in action when doors are closed, but streets still thronged with possible buyers.

After dusk a well lighted window will enhance the prestige of your Business, add to the popularity of the thoroughfare and bring to your counter buyers whose selection is already made.

Electric Light can be turned on or off at any hour by a Clock Switch without any trouble to you.

CANADIAN PACIFIC

EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC
18 Days from Hongkong to Vancouver
LARGEST, FASTEST & MOST LUXURIOUS
STEAMSHIPS.

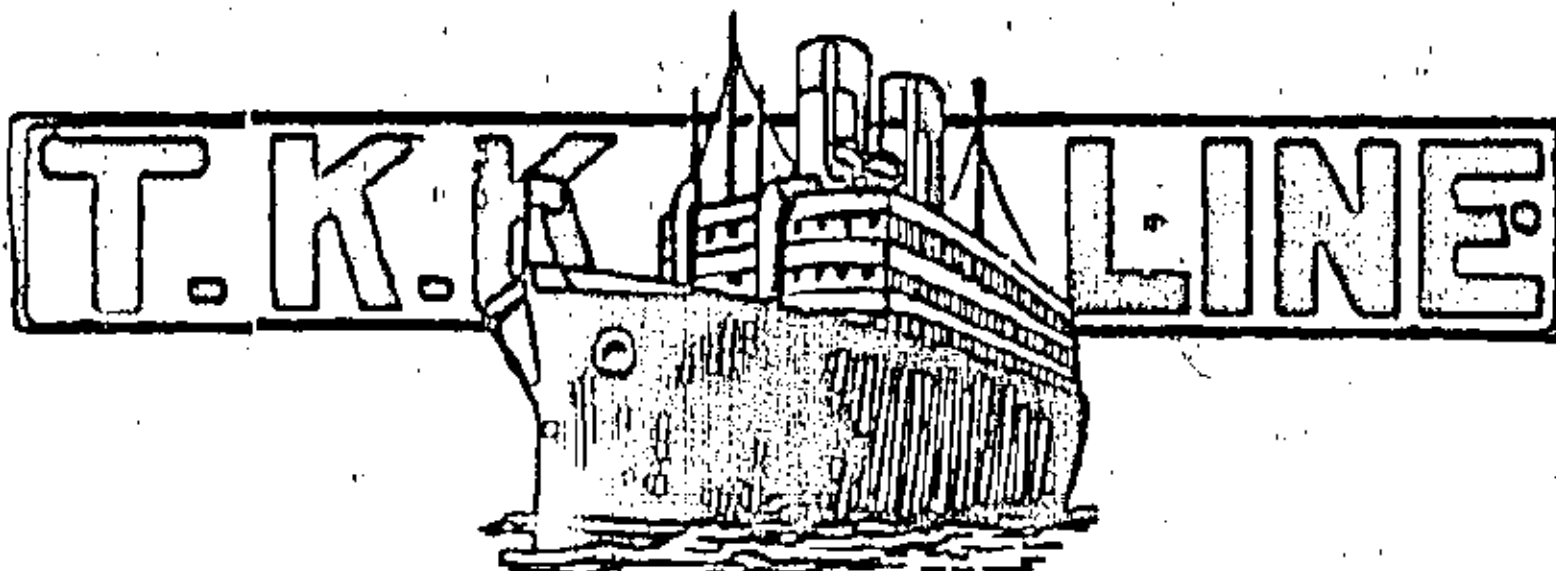
Special FARES TO EUROPE
£120 £112 £83. £80
(Payable in Local Currency.)
(BOOKINGS NOW OPEN FOR 1926.)
VICTORIA AND VANCOUVER
via SHANGHAI & JAPAN PORTS.

STEAMERS	Hongkong	Shanghai	Yokohama	Van't
EMPRESS OF AUSTRALIA	Nov. 27	Nov. 30	Dec. 3	Dec. 5
EMPRESS OF ASIA	Jan. 7	Jan. 10	Jan. 13	Jan. 16
EMPRESS OF CANADA	Jan. 22	Jan. 25	Jan. 28	Jan. 30
EMPRESS OF RUSSIA	Feb. 5	Feb. 8	Feb. 11	Feb. 13
EMPRESS OF AUSTRALIA	Feb. 19	Feb. 22	Feb. 25	Feb. 27
EMPRESS OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 13
EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27
EMPRESS OF RUSSIA	Apr. 2	Apr. 5	Apr. 8	Apr. 10
EMPRESS OF AUSTRALIA	Apr. 16	Apr. 19	Apr. 22	Apr. 24
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 8
EMPRESS OF CANADA	May 14	May 17	May 20	May 22
EMPRESS OF RUSSIA	May 28	May 31	Jun. 3	Jun. 5
EMPRESS OF AUSTRALIA	Jun. 11	Jun. 14	Jun. 16	Jun. 19
EMPRESS OF ASIA	Jun. 25	Jun. 27	Jun. 30	July 3

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Dec. 3	Dec. 5	Dec. 6	Dec. 8
Dec. 18	Dec. 20	Dec. 21	Dec. 23
Jan. 1	Jan. 3	Jan. 4	Jan. 6

Passenger Department: Tel. C. 752. Cables: "GACANPAC."
Freight and Express: Tel. C. 42. Cables: "NAUTILUS."



HONGKONG—SAN FRANCISCO LINE

via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU
Continental Steamship Co. with Southern Pacific, Santa Fe & West Coast Railroad

TAIYO MARU	From Hongkong	December 27th.
TENYO MARU	"	January 11th.
SHINYO MARU	"	February 9th.

REDUCED FARE TO EUROPE

First Class £120 Cabin Class on Atlantic £112 Second Class £80
CABIN CLASS STEAMERS

SIKORIA MARU	From Hongkong	November 20th.
KOREA MARU	"	January 24th.
SIKORIA MARU	"	February 20th.
KOREA MARU	"	April 6th.

* Calling Neuchâtel.

REDUCED FARES

Honolulu GS215, San Francisco GS290, Europe £105, £97, £95.
Proceeds up River and berth alongside Mantau wharf at Shanghai.
Proceeds from San Francisco to Los Angeles with cargo only.

SOUTH AMERICAN LINE

The only direct service between Orient and South America via Japan, Hawaii, San Francisco, Los Angeles, Mexico, Panama, Peru & Chile.
RAKUYO MARU From Hongkong January 20th.
GINYO MARU " " March 3rd.

Y. TSUTSUMI, Manager.
Agent at Canton, King's Building.
Messrs. T. E. GRIFFITH, Ltd. Tel. C. 2974 & 2975

AMERICAN ORIENTAL MAIL LINE

"TRANS-PACIFIC EXPRESS SERVICE."

SEATTLE & VICTORIA
SHANGHAI-KOBE-YOKOHAMA.

S.S. "PRESIDENT MADISON"	November 29th, 5.00 p.m.
S.S. "PRESIDENT JACKSON"	December 11th, 5.00 p.m.
S.S. "PRESIDENT MCKINLEY"	December 23rd, 5.00 p.m.

EUROPE

See Seattle-Chicago-New York
£120-£112-£110

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through accommodation and Booking Arranged.

FOR MANILA

S.S. "PRESIDENT MADISON"	November 21st, 5.00 p.m.
S.S. "PRESIDENT JACKSON"	December 3rd, 5.00 p.m.
S.S. "PRESIDENT MCKINLEY"	December 15th, 5.00 p.m.

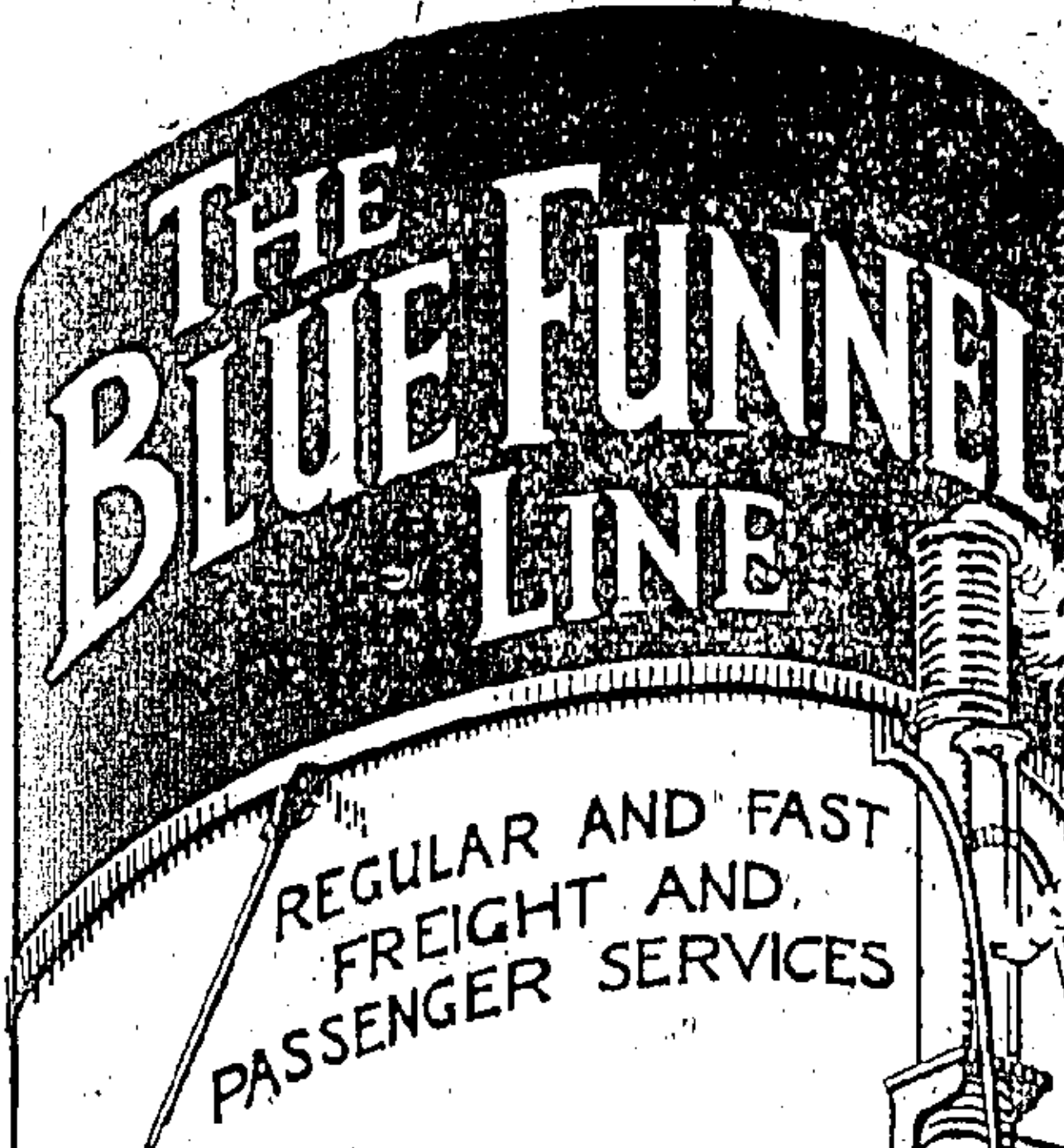
THE FINEST SERVICE ACROSS THE NORTH PACIFIC

Through Bills of Lading to all United States and Canadian Overland points, also via Panama Canal Lines to Atlantic Ports.
Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

For passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE

Managing Operators for
UNITED STATES SHIPPING BOARD.
Hongkong and Shanghai Bank Building, Ground Floor.
Telephone Central 2477, 2478 and 795, No. 4, Des Voeux Road.



REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE

"TITAN"	1st Dec.	Marseilles, London, R'dam & H'burg.
"PATROCLOS"	15th Dec.	Marseilles, London, R'dam & Glasgow.
"THESEUS"	29th Dec.	London, Rotterdam & Hamburg.
"ANTENOR"	13th Jan.	Marseilles, London, R'dam & Glasgow.

LIVERPOOL SERVICE

"MENEIAUS"	1st Dec.	Genua, Marseilles, Havre, L'pool & Glasgow.
"TITAN"	20th Dec.	Genua, Marseilles, Havre, L'pool & Glasgow.
"IXION"	24th Dec.	Genua, Marseilles, Havre, L'pool & Glasgow.

PACIFIC SERVICE.

via KOBE & YOKOHAMA.		
"TYNDAREUS"	21st Nov.	Victoria, Vancouver & Seattle.
"ACHILLES"	14th Dec.	Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"KERMION"	7th Dec.	Boston, New York & B'more via Suez.
"CYCLOPS"	7th Jan.	Boston, New York & B'more via Suez.

PASSENGER SERVICE.

"PATROCLOS"	16th Dec.	Singapore, Marseilles & London.
"ANTENOR"	13th Jan.	Singapore, Marseilles & London.
"GEOTON"	3rd Mar.	Singapore, Marseilles & London.
"SARPEDON"	7th April.	Singapore, Marseilles & London.
"PATROCLOS"	5th May.	Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to—

Butterfield & Swire.

Agents.

POST OFFICE NOTICE.

XMAS LETTER AND PARCEL MAILS FOR CANADA AND U.S.A.
Xmas Letter and Parcel Mails for Canada and U.S.A. will be closed in the G.P.O. as follows:—

Parcel mail	Saturday, 28th Nov. 3.00 p.m.
Registered mail	Saturday, 28th Nov. 4.15 p.m.
Ordinary mail	Saturday, 28th Nov. 5.00 p.m.

These mails are due in Victoria, B.C. and Seattle on 19th December.

Postage stamps should be affixed in the right-hand top corner of the address side of all postal articles.

The Radio Service has reverted to normal hours of working. Messages may be handed in at any hour of the day or night during General Post Office hours at Radio Counter, Main Hall, at all other times messages should be taken through the corner entrance at Pender Street and Des Voeux Road to the Radio Office on the 3rd floor of the building. These doors will be closed after 10 p.m. but admittance may be obtained by ringing the night-bell.

Radio Traffic with Canton is suspended until further notice. Interport Radio Telegrams are subject to delay. Messages in Code must have name of Code used included in text. The Parcel Post Service to Canton is suspended until further notice.

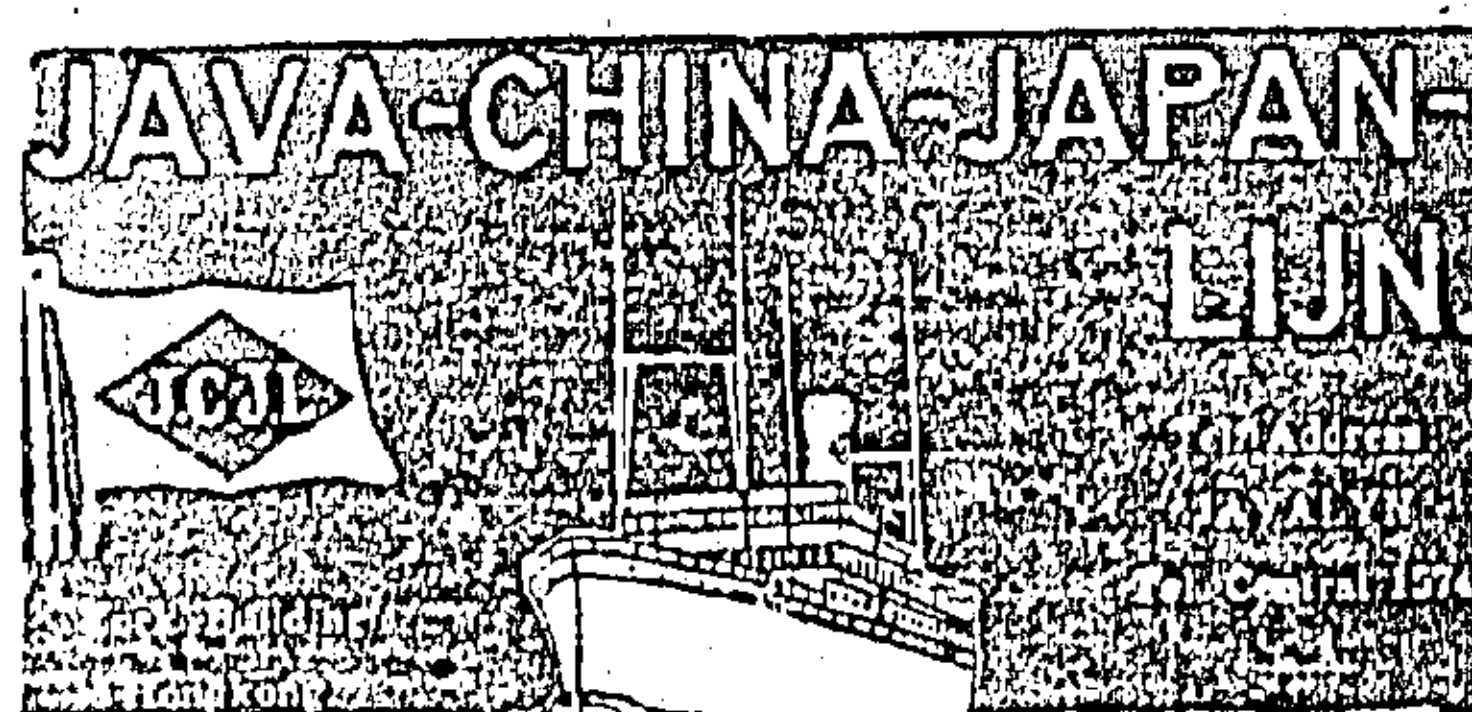
INWARD MAILS.

From	Per	Due
Shanghai	Pakhoi	November 21.
Shanghai	Sinkiang	November 21.
U.S.A., Canada, Japan and S'hai	Pres. Madison	November 21.
Straits	Talamba	November 21.
Shanghai and Europe via Siberia	Sui Yang	November 22.
Europe via Negapatam (Letters and papers London 22nd October)	China Maru	November 22.
U.S.A., Honolulu, Japan and S'hai	Pres. Monroe	November 23.
U.S.A., Honolulu, Japan and S'hai	Paul Lerat	November 23.
Saigon	Pres. Pierce	November 24.
U.S.A., Honolulu, Japan and S'hai	Change	November 27.
Australia and Manila	Pres. Madison	November 28.
Manila		

OUTWARD MAILS.

For	Per	Date.
Japan, Canada, U.S.A., C. and S.		
America and Europe via Victoria, B.C.	Tyndareus	Sat., Nov. 21.
	Registration	9.45 a.m.
	Letters	10.30 a.m.
		(Due Victoria, B.C., 14th December.)

*Correspondence bearing vessel's name only.



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjileboet	Japan	In Port.	21st Nov.	Batavia
Tjikini	Java	20th Nov.	22nd Nov.	Shanghai
Tjiluwang	Java	25th Nov.	27th Nov.	Amoy & S'hai
Tjikembang	Batavia	29th Nov.	2nd Dec.	Shanghai
Tjisalak	Shanghai	2nd Dec.	5th Dec.	Batavia
Tjikini	Shanghai	10th Dec.	12th Dec.	M'sar. & S'hai
Tjilodas	Java	15th Dec.	17th Dec.	Amoy & S'hai

†Via Macassar

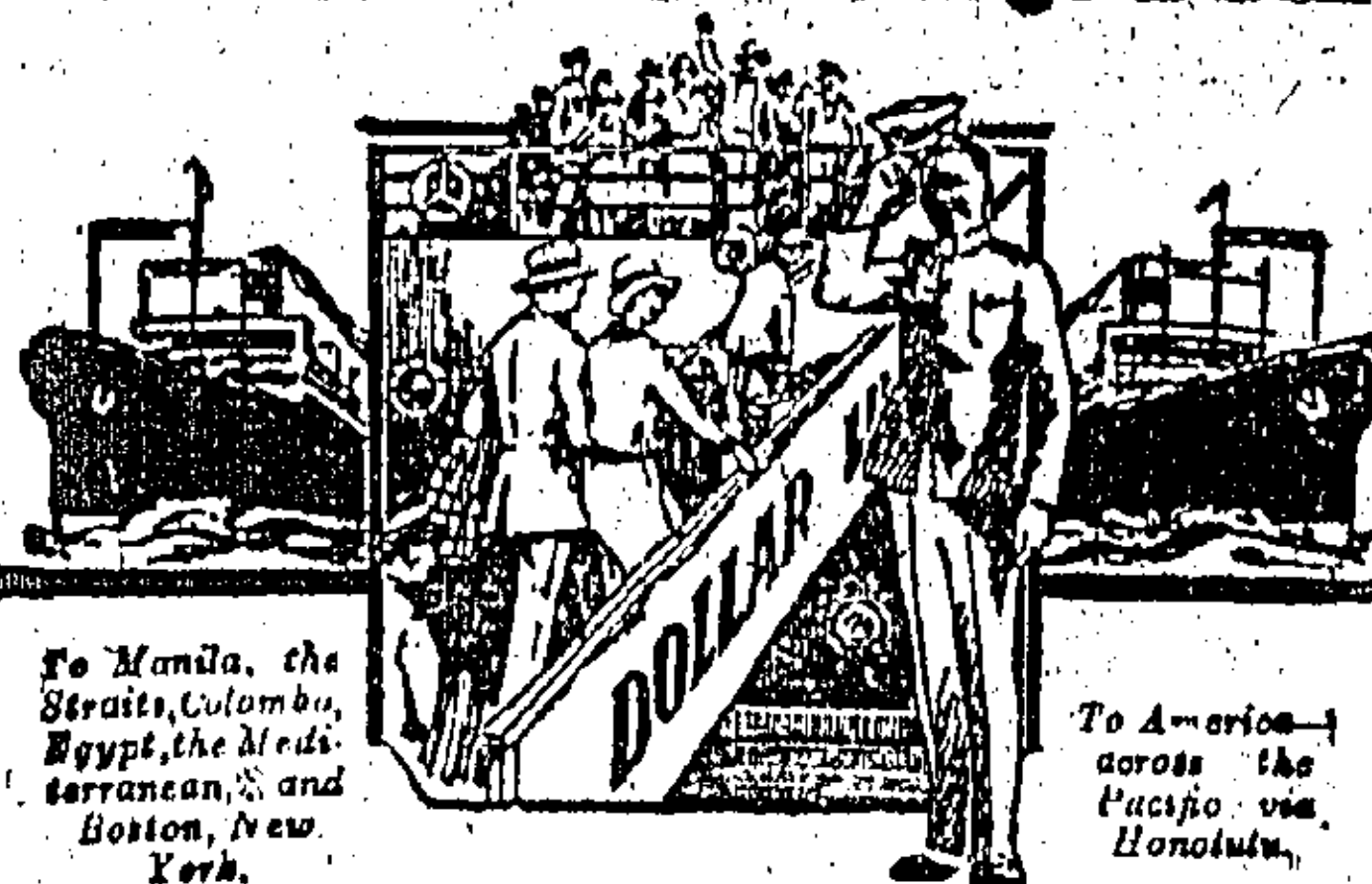
†Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Line.

TWO-WAY SERVICE



Whether you're traveling east or west, DOLLAR President Liners will carry you. Eastbound they afford two sailings each month. Westbound they offer four sailings each month, as far as Manila—thence to Singapore and beyond, round-the-world, on fortnightly schedule.

With most frequent and convenient service, these great oil-burning liners are notable for their speed and steadiness. All staterooms are outside rooms, with real beds (not berths) and luxurious furnishings. DOLLAR Line cuisine is world-famous.

STOPOVERS ALLOWED AT ANY PORT OF CALL

Eastbound: Shanghai, Kobe, Yokohama, Honolulu
Westbound: Manila, Singapore, Penang, Colombo, Suez, Port Said, Alexandria, Naples, Genoa, Marseilles, New York—and ten other ports round-the-world

NEXT SAILINGS

EASTBOUND	WESTBOUND
PRES. CLEVELAND Nov. 21, 5.00 p.m.	PRESIDENT MONROE Nov. 24, 8.00 a.m.
PRESIDENT PIERCE Dec. 5, 5.00 p.m.	PRESIDENT PIERCE Nov. 27, 3.00 p.m.

ACROSS THE PACIFIC TO SAN FRANCISCO

FOR PASSENGER OR FREIGHT RATES, APPLY TO

DOLLAR STEAMSHIP LINE

KOBE AND SHANGHAI BANK BUILDING, GROUND FLOOR,
No. 4 Des Voeux Road, HONG KONG
Telephone: Central 2477, 2478 and 795

CONSIGNEE NOTICES

VEREENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ

(UNITED NETHERLANDS NAVIGATION COMPANY)

HOLLAND-OOST AZIE LIJN

(HOLLAND-EAST ASIA LINE)

From AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN & GENOA.

The Steamship

"WESTERDYK (2)"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 26th Nov., 1925, will be subject to rent

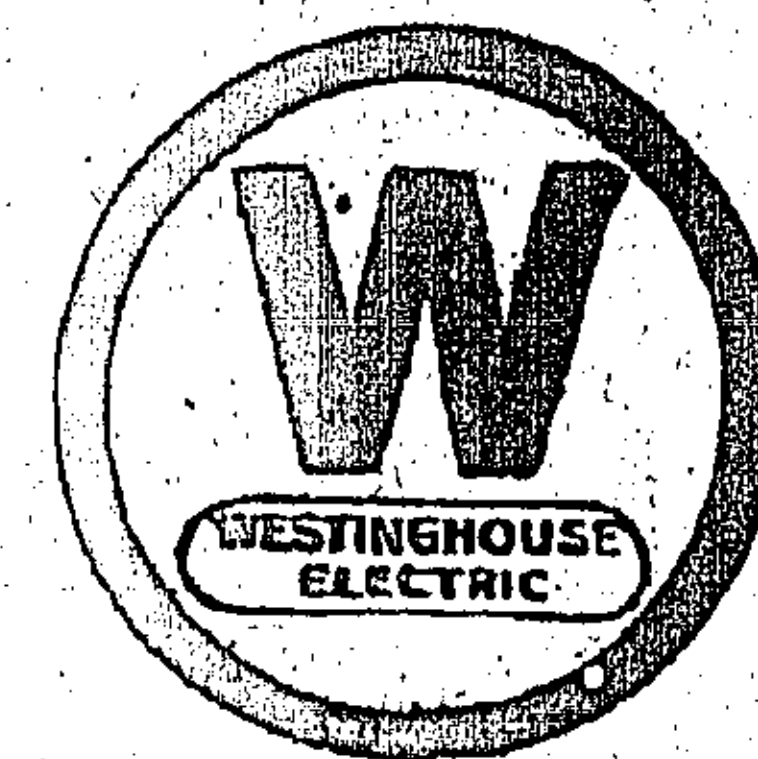
All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 25th Nov., 1925 at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by,

JAVA-CHINA-JAPAN LINE.
General Agents.



Holyoak Massey & Co., Ltd.

Distributors.

Queen's Bldg. Tel. C.673.



HOLLAND EAST ASIA LINE

OF THE
United Netherlands Navigation Company.



Regular four-weekly service between
Japan, Vladivostok, China, Hongkong, Manila, Singapore
AND
Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Arrivals From Europe.

S.S. OLDEKERK	15th Dec.
S.S. GENMA	12th Jan.
S.S. OLDEKERK	30th Nov.
S.S. WESTERDYK	28th Dec.

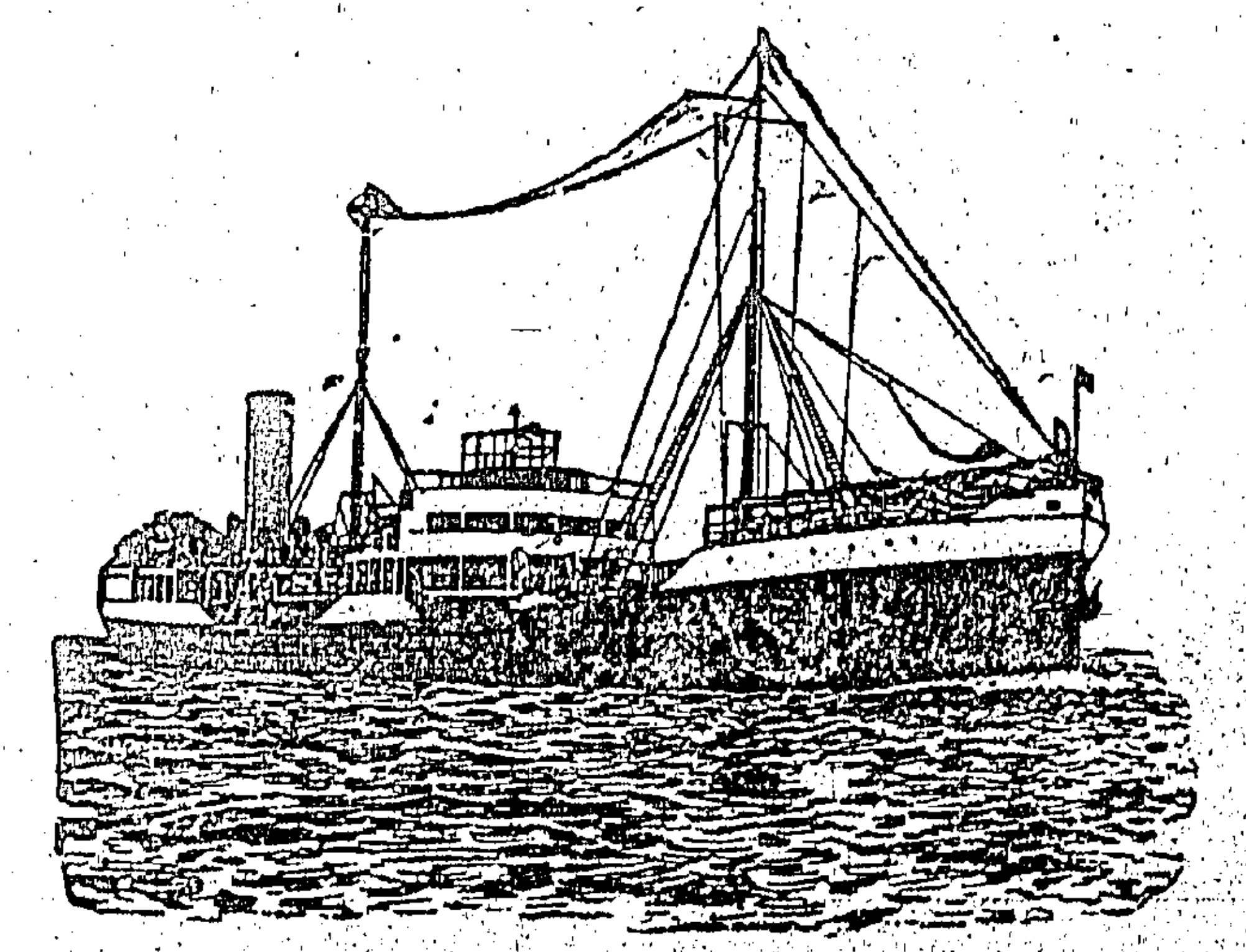
All steamers have a limited accommodation for passengers. For Freight, Passage and further particulars please apply to

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Tel. Central No. 1574. Agents. York Building

THE HONGKONG & WHAMPOA DOCK CO., LTD.

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OIL TANK STEAMER "PALUDINA"

412' 0" x 53' 1" x 31' 0" x 8,400 tons d.w. x 2,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK to the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of a similar vessels built in these works to the same order.

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REGULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS UNDER CONTRACT WITH H. M. GOVERNMENT

Ship	Tons	From Hong-kong (about)	Destination
KALYAN	9,118	28 Nov. noon	Miles, Cass. Blanca, L'don, Hull & A'worp
KASHMIR	8,985	10th Dec.	S'pore, F'ang, C'bo & B'bay
MOREA	10,911	12th Dec.	Marseilles & London
KASHGAR	9,405	26th Dec.	M'les, London & Antwerp
MACEDONIA	11,089	9th Jan.	Marseilles & London
KHYBER	9,114	23rd Jan.	M'les, London & Antwerp
DELTA	8,097	4th Feb.	S'pore, F'ang, C'bo & B'bay
MAIWA	10,941	6th Feb.	Marseilles & London
KARMALA	9,128	20th Feb.	M'les, London & Antwerp
MANTAI	10,902	6th March	Marseilles & London
KASHAIR	8,985	13th March	M'les, London & Antwerp
KHIVA	9,135	20th March	M'les, L'don & Antwerp
MOREA	10,918	3rd April	Marseilles & London
DEVANHA	8,155	17th April	M'les, L'don & Antwerp
KALYAN	9,144	21st April	M'les, L'don & Antwerp

BRITISH INDIA-APCAR SAILINGS

SANTHA	8,500	27 Nov. 1 p.m.	S'pore, Penang & Calcutta
TILAWA	10,000	11th Dec.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

*ANDA	9,958	2nd Dec.	Manila, Sandakan, Thurs.
ARAFURA	6,000	6th Jan.	Island, Townsville, B'bane.
ST. ALBANS	4,500	3rd Feb.	S'pore and Melbourne

*Calls at Kolambagan.

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, H'lo, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports on route as indicated on offers. Frequent connections from Australia with the following:-
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
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The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TALAMBA	8,015	24 Nov. 7 a.m.	Amoy, S'hai, Moji & Kobe.
KASHGAR	9,005	28th Nov.	S'hai, Moji & Kobe
SOUDAN	5,696	28th Nov.	Shanghai & Kobe
TALMA	10,000	4th Dec.	S'hai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the P. & O. Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & Co., Agents, P. & O. Bldg., Connaught Rd., C.

GLEN AND SHIRE.

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U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENARA	1st Dec.	CARMARTHENSHIRE	28th Nov.
C.P. ARVO SHIRE	10th Dec.	L'don, R'dam & H'burg via O'ran.	
GLENSHIEL	24th Dec.	GLENBEG	24th Dec.
PENBROOKESIDE	7th Jan.	London, Rotterdam & H'burg.	
GLENIFFER	21st Jan.		
GLENOGLE	4th Feb.		

Movements are subject to change without notice. For freight or further particulars please apply to:-

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AGENTS THE GLEN LINE, LTD.

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AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong:

S.S. "CITY OF EVANSVILLE"	Suez Canal	27th Nov.
S.S. "KEEMU"	via Suez Canal	7th Dec.
S.S. "CITY OF DURBAN"	via Suez Canal	19th Dec.
S.S. "CITY OF LINCOLN"	via Suez Canal	28th Dec.

*Calls at New York first.

Steamers proceed via Suez Canal or Panama Canal at Owners' option Subject to change without notice.

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Through passage rates to Europe via America \$1,400, \$1,420, \$1,440

VIPO MARU	Wednesday, 16th Dec at 11 a.m.
SHIDZUKA MARU	Wednesday, 16th Jan.
MARSEILLES, LONDON & ANTWERP	via Singapore & Ports.
H-RUBAN MARU	Saturday, 21st Nov. at 11 a.m.
KITANO MARU	Saturday, 5th Dec.
HARUNA MARU	Saturday, 19th Dec.
HAMBURG via LONDON & ROTTERDAM & Ports.	
TAJIMA MARU	Tuesday, 8th Dec.
LIVERPOOL via ADEN & MARSEILLES, GLASGOW	
DELAGOA MARU	Monday, 7th Dec.
SYDNEY & MELBOURNE via Manila & Ports.	
TANCO MARU	Wednesday, 23rd Dec at 11 a.m.
AKI MARU	Wednesday, 20th Jan.
NEW YORK and/or BOSTON via PANAMA	
TAKAOKA MARU	Thursday, 19th Nov.
RANGOON MARU	Saturday, 5th Dec.
BUENOS AIRES via Singapore, Durban & Cape Town	
KAWACHI MARU	End of Dec.
BOMBAY via Singapore & Colombo	
PENANG MARU	Tuesday, 24th Nov.
WAKASA MARU	Friday, 27th Nov.
CALCUTTA via Singapore, Penang & Rangoon.	
NAGANO MARU	End of Nov.
NAGASAKI, KOBE & YOKOHAMA	
AKI MARU	Thursday, 17th Dec.
SHANGHAI, KOBE & YOKOHAMA	
KAMO MARU	Monday, 30th Nov.
KATORI MARU	Tuesday, 1st Dec.
MURORAN MARU	Wednesday, 2nd Dec.
ATEUTA MARU	Tuesday, 15th Dec.

For further information apply to:- NIPPON YUSEN KAISHA, S. KINOSHITA, Manager.

DODWELL & CO., LTD.**NEW YORK BERTH.**

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S.S. "DACRE CASTLE" ... Sails 16th Nov.

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REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

666.**NEXT SAILINGS.**

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "FIUME-L"	... Sails about 7th Nov.
S.S. "PERSIA" (cargo only)	... Sails about 7th Nov.
M.S. "VIMINALE"	... Sails about 8th Dec.
S.S. "TRIESTE" (cargo only)	... Sails about 10th Dec.
S.S. "ESQUILINO"	... Sails about 8th Jan.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "FIUME-L"	... Sails about 4th Dec.
M.S. "VIMINALE"	... Sails about 4th Jan.
S.S. "ESQUILINO"	... Sails about 4th Feb.

NATAL LINE OF STEAMERS.

S.S. "UMSINGO"	... Sails from Calcutta 30th Dec
	... Sails from Colombo 10th Jan.
S.S. "UMVOLOSI"	... Sails from Calcutta 31st Jan.
	... Sails from Colombo 10th Feb.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

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(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.

LEGAZIPI	... 15th Dec.
C. LOPEZ Y LOPEZ	... 8th Feb.
YOKOHAMA, KOBE, MOJI & SHANGHAI	
LEGAZIPI	... 26th Nov.
C. LOPEZ Y LOPEZ	... 17th Jan.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewards and Doctor carried.

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Tel. 1331. Alexandra Buildings, Hongkong.

O. D. BARRETT, Ltd. 28, Central Avenue, Canton.

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CANTON LINE.

Sailings from Hongkong: Daily, at 8 A.M. (Sundays excepted). Sailings from Canton: Daily, at 8 A.M. (Mondays excepted).

MACAO LINE.

FROM HONGKONG:	FROM MACAO:
8 A.M. and 2 P.M. daily.	8 A.M. and 2 P.M. daily.
(Sundays: 9 A.M. only).	(Sundays: 4 P.M. only).

SUNDAY EXCURSIONS—On SUNDAY, 22nd November, the s.s. "KINSHAN" will leave Hongkong at 9 A.M. from Company's Wing Lok Street Wharf, and leave Macao at 4 P.M.

THE BANK LINE, LTD.

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AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF EVANSVILLE"	via Suez Canal	27th Nov.
S.S. "CITY OF DURBAN"	"	19th Dec.
S.S. "CITY OF LINCOLN"	"	28th Dec.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE

Sailing From Hongkong.

M.V. "WEIRBANK" via Suez Canal 1st January. AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF GLASGOW"	1st December.
For Marseilles, London, Rotterdam & Hamburg.	
S.S. "CITY OF BARODA"	14th December.
For Havre, London, Rotterdam & Hamburg.	

Fares to London "A" 1st Class £88. 2nd Class £69. "B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

S.S. "SURAT" 23rd November. Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown. Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

AUSTRAL-EST INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City of Palermo" or "Malatia" to Java, Freemantle, Adelaide, Melbourne and Sydney, and Vice Versa. Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For freight or passage on any of the above lines. apply to:-

THE BANK LINE LTD.

Telephone C. 4791.

AUSTRALIAN-ORIENTAL LINE, Ltd.**S.S. "CHANGTE"**

This Vessel will sail hence on

Friday, 4th December, at Noon

FOR MANILA, ZAMBOANGA, PORT BANGA, THURSDAY ISLAND AND AUSTRALIAN PORTS.

THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND AND TANNIAR PORTS.

THIS NEW VESSEL IS FITTED WITH THE FINEST AND MOST UP-TO-DATE FIRST AND SECOND CLASS PASSENGER ACCOMMODATION.

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Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

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Steamships. Captain. Leaving.

Mailing ... | W. C. Passmore | TUES., 24th inst. at 3 p.m.

Arrivals and Departures from the Co.'s Wharf (near Black Pig.)

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M MESSAGERIES MARITIMES M**SERVICES CONTRACTUELS**

Mali Steamers. Next Sailings. From Marseilles. To Hong Kong. To Japan. To India.

ANGERS	23rd Oct.	24th Nov.
ANDRE LEBON	6th Nov.	22nd Dec.
PAUL LECAT	20th Nov.	5th Jan.
AMBOISE	4th Dec.	19th Jan.
AMAZON		2nd Feb.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctors' attendance)
A Class 1st Class £95.0.0 | B. Class 1st Class £83.0.0
Steamers 2nd Class £68.0.0 | Steamers 2nd Class £60.0.0

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)

S.S. "YALOU" from Dunkirk, London, Havre is due to arrive about 22nd Nov.

For full particulars apply to

Phone: Central 740

Messageries Maritimes Co. 3 Queen's Building.

LOCAL CRICKET.

KOWLOON C.C. v. H. M. S. HERMES.

High Scoring.

An interesting match between H.M.S. Hermes and the Kowloon Cricket Club was played at Kowloon on Thursday and resulted in a victory for the home team by seven wickets. The Hermes batted first and compiled the respectable score of 159 for the loss of seven wickets before declaring. Surg. Lt. Comdr. Greenstreet being the principal scorer with 40, whilst P. O. Overbury and Lieut. Sillitoe made 34 and 31 respectively.

The Kowloon C. C. made light of the task and knocked off the runs required for the loss of only three wickets. Lyal was in splendid form with the bat, scoring 53, including ten fours, and being still undefeated, whilst Major Pollard, who has been batting consistently well this season, contributed 45 not out. Capt. Morris got 24 and P. W. Howell 16. Scores:-

H.M.S. Hermes.	
Lieut. Sillitoe, c. Howell, b. Lyal	31
Lt. Greenstreet, c. Jones, b. Lyal	40
Surg. Lt. Comdr. Greenstreet, b. Jones	11
Morris	24
Lt. A. C. Morley, run out	5
Edmr. Holloway, c. Jones, b. Masters	4
Lt. Lillings, b. Morris	3
P. O. Overbury, not out	34
A. W. Phillips, c. Jones, b. Morris	5
Extras	26

Total (for 7 wickets dec.) 159

Lt. Beatty, Brockman and Lt. Findlay did not bat.

Bowling Analysis.

	O.	M.	R.	W.
C. Jones	15	2	38	1
J. C. Lyal	12	1	53	1
R. J. P. Masters	5	2	19	1
Capt. Morris	8.1	1	20	3

Kowloon C.C.

J. C. Lyal, not out	53
C. Jones, b. Sillitoe	6
P. W. Howell, b. Sillitoe	

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THE HONGKONG

HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL
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AND SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;
KALEE HOTEL; MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."

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The Europe Orchestra plays nightly during Dinner,
and for Tiffin on Saturdays.

GRILL ROOM

Telegrams "Europe Singapore". **ARTHUR E. ODELL**
Telephone 2740. Managing Director.

THEATRE ROYAL

on NOVEMBER 23rd at 9.30 p.m.

Owing to the great interest shown in her recent performance at the TAI-
PING THEATRE, at the request of numerous Patrons
MISS PIK WEN HA

is giving a Performance of Scenes from Three Chinese Plays, including "A
Comic Minstrel" (Singing Girl) and a comedy introducing "Winged Dance
of Prosperity" (composed in the Tung Dynasty).
To those amongst the Foreign Community who are interested in, and
would like to have a better knowledge of Chinese Life and Character as
portrayed on the stage, the opportunity now presented of seeing China's most
Famous Actress, should not be missed.

Booking at Montre's, and at the Door
\$3.00, \$2.00 and \$1.00.
Soldiers and Sailors Half price to \$1.00, seats.

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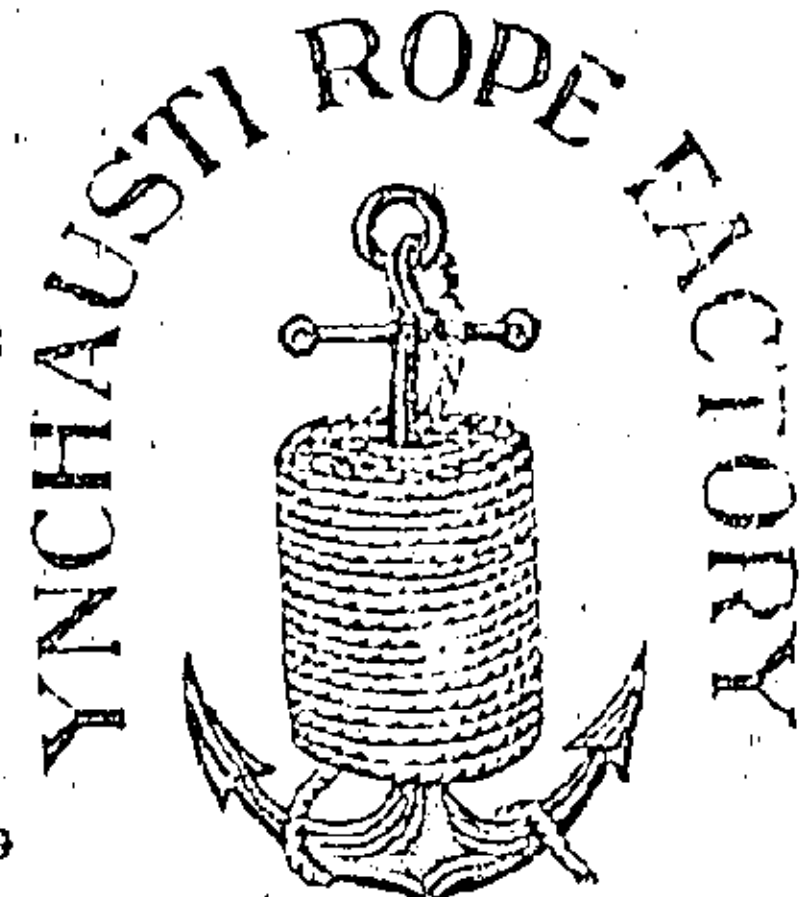
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Artistic finishes in Bronze, Antique Copper, and
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Tel Central 358.

EARLIER TELEGRAMS.

QUEEN ALEXANDRA'S ILLNESS.

London, November 20.

The country is plunged in sorrow at the news of Queen Alexandra's illness. Her Majesty has been living quietly at Sandringham for two months and has frequently been out for motor drives, the most recent of which was on November 18th. H. M. the King who is staying at his nearby residence York House received the news while out shooting in the neighbourhood and hurried to Sandringham House, leaving later. It is noteworthy that Queen Alexandra's eighty first birthday is on December 1st, when it was planned to hold a big family gathering.—*Reuter*.

At 11.30 there was no change in Queen Alexandra's condition to justify a further bulletin till this evening. The symptoms are very grave and there is only the slenderest hope of any considerable rally. His Majesty the King's shooting guests bade farewell to His Majesty and have left Sandringham.—*Reuter*.

London, November 20.

Owing to the critical condition of Queen Alexandra, the Prince of Wales has cancelled his visit to the Guildhall to-day and his lunch with the Lord Mayor in celebration of his South-African and South-American tour.—*Reuter*.

STRAITS OPIUM REPORT.

London, November 20.

The Secretary-General of the League of Nations has circulated for the information of the members of the league who are parties to the opium convention of 1912 and the members of the advisory committee on opium traffic, the report of Mr. Gordon Wilson, the superintendent of government monopolies in the Straits Settlements, showing that in April, May and June 23,024 tahils of raw and 119,450 tahils of prepared opium were seized in the Straits, all from China, including 21,987 tahils of raw opium in June and 83,238 tahils of prepared opium in April.

Large quantities of deleterious drugs found hidden in the cargo of Japanese steamers, shipped from Antwerp to Dalny were also seized and heavy fines imposed in connection with the seizures.—*Reuter*.

THE FRENCH FRANC.

Paris, November 20.

M. Painleve speaking in the Chamber of Deputies urged the Deputies to judge the Finance Bill without party prejudice and only to consider the technical side of the question. A danger would exist if the debate ended without a solution.

M. Painleve said that the Government intended as soon as possible to stabilise the internal value of the franc and sign international conventions to stabilise its external value. He added that the intrinsic value of the franc depended on the work and good will of the people. He called on the Chamber to support the Government in fulfilling a difficult task.—*Havas*.

SEQUEL TO SEAMEN'S STRIKE.

Melbourne, November 20.

The Federal Government has ordered the deportation of the seamen's leaders Walsh and Johansen in connection with the strike.—*Reuter*.

CINEMA WRECKED BY A BOMB.

Dublin, November 20.

At seven o'clock this morning a bomb completely wrecked the Masterpiece cinema where a British war film depicting scenes at Ypres was being shown. Two policemen were shot while endeavouring to frustrate the raiders, one of them being seriously wounded.—*Reuter*.

OBITUARY.

London, November 20.

The death is announced of Mr. Sydney Pardon, the well-known journalist, and editor of Wisden's Almanac, at the age of 70.—*Reuter*.

AN OLD ROBBERY.

WOUNDED MAN BEFORE
THE COURT.

With a bullet still lodged in his thigh, a Chinese who was recently discharged from hospital, where he had been confined for over three months, appeared before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday afternoon charged with being concerned in an armed robbery committed at the Po Tai Pawnshop of No. 44, Bulkeley Street, Hongkong, on June 30, and with receiving a quantity of jewellery knowing the same to have been stolen or unlawfully obtained.

The Crown alleged that on the afternoon of June 30 four men armed with revolvers entered the pawnshop and after they had bound and gagged the inmates, using small rubber bands for the latter purpose, they ushered all the men into one of the cubicles. The robbers then ransacked the premises taking with them a large quantity of jewellery amounting to nearly \$5,000.

Acting on information received a party of police went to No. 47 Yu Chau Street, Shamshuipo on July 13 where they arrested a number of men, three of whom were charged with the robbery and two of them were sentenced to seven years' hard labour each while the third was acquitted. Before leaving the premise in Yu Chau Street, Sub-Inspector Shaf-tain posted three Chinese detectives on guard to await the return of an occupant of the house who was absent at the time. Shortly after dark the man appeared and when challenged by a detective offered some resistance. He was shot in three places and later removed to hospital from where he was discharged on Saturday last.

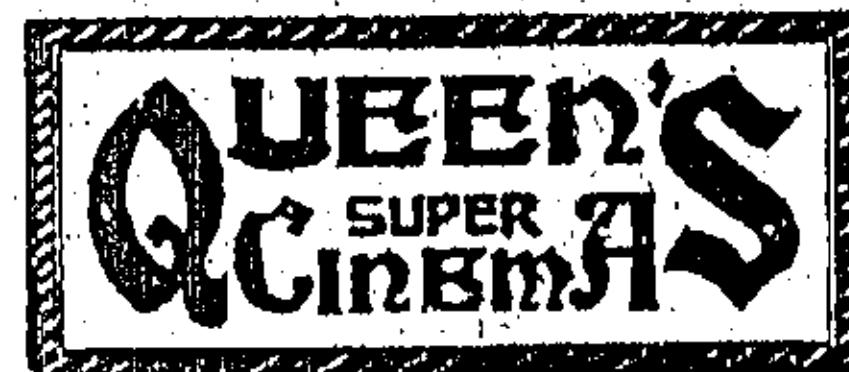
In their evidence two members of the pawnshop stated that they identified the prisoner as having taken part in the robbery. The case was adjourned.

The death has occurred at Havant (Hants) of Canon J. J. Daly, Roman Catholic rural dean of Havant.

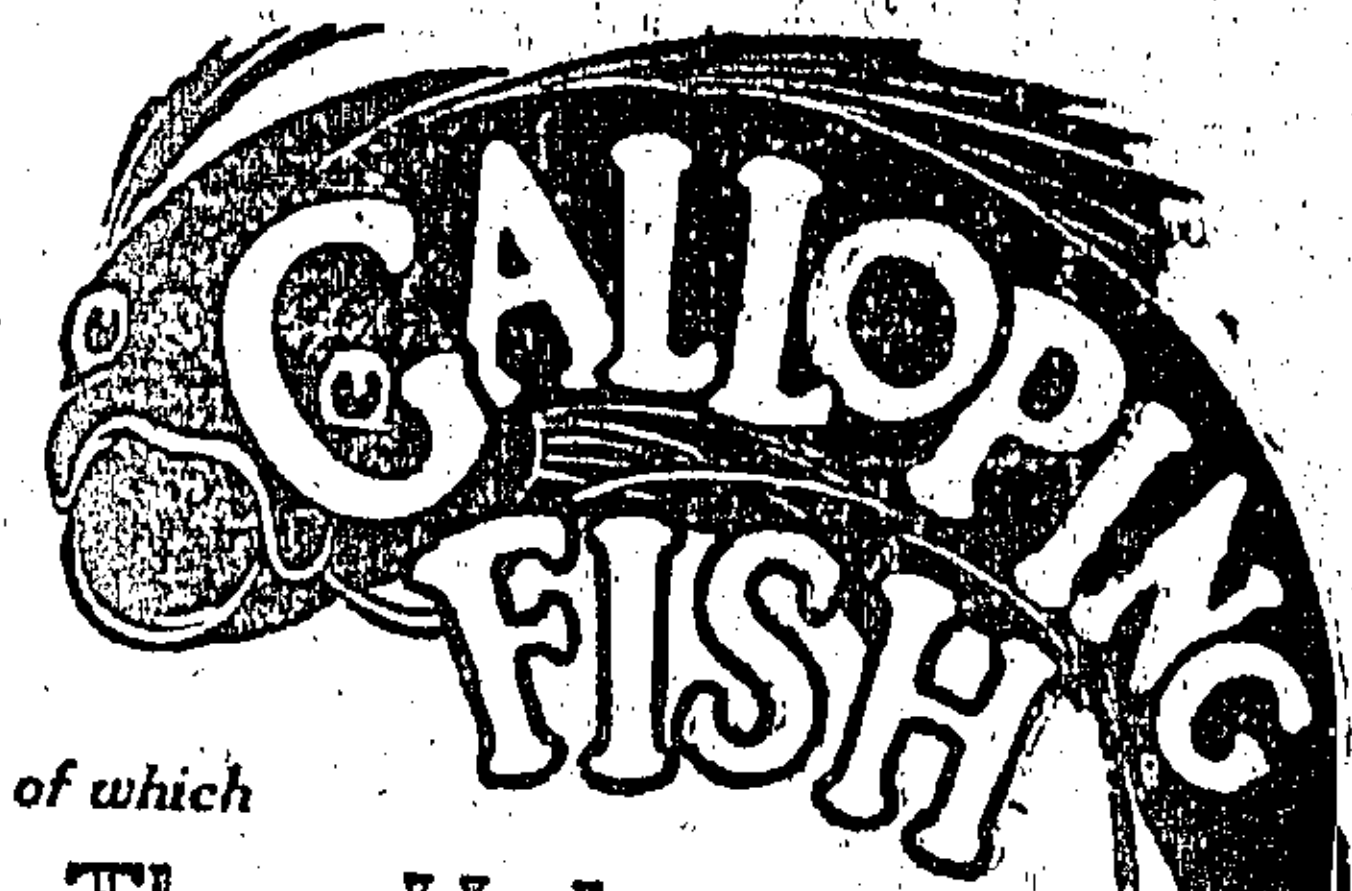
The history of tattooing and its significance is described in a book just published of which Mr. W. D. Hamley is the author. The world-wide custom of marking the skin either by paint, by puncture, or by scarification has largely gone out of fashion, but of all the styles for richness of colour and elaboration of detail the Japanese work has never been surpassed.

Entertainments.

Thurs.
to
Sat.



Thurs.
to
Sat.



of which

Thos. H. Ince

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